

**South Somerset**

**Infrastructure Delivery Plan**

**Update 2015/16**

**Part Two – Evidence base**

**January 2016**



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# 1. Introduction

## Background

- 1.1 The delivery of infrastructure alongside new housing and economic development is vital to create sustainable communities. This ranges from physical infrastructure in the form of transport and utilities connections, through to social infrastructure such as education, health, open space and play facilities that people should be able to access on a day to day basis. Investment in physical infrastructure is an important contributor to productivity growth and economic prosperity. The Government's intention is that infrastructure must strengthen and drive the economy, create jobs and enable future economic development and rising living standards<sup>1</sup>.
- 1.2 Information on infrastructure provision is a key part of the evidence which is required to support and inform the Local Plan. This evidence should assess current infrastructure capacity and identify any necessary improvements as a result of the development proposed in the Local Plan. The Infrastructure Delivery Plan (IDP) provides evidence on infrastructure capability, which is important to show that the Local Plan can realistically be delivered. The IDP does not identify every infrastructure project being undertaken, as the focus is on the critical infrastructure required to deliver the Local Plan.
- 1.3 The IDP will be used to inform the Councils' forthcoming work on the Community Infrastructure Levy (CIL), through identifying existing infrastructure issues in the District, and the projects necessary to address these issues in the future.
- 1.4 Consultants were commissioned to produce the 'Infrastructure Planning in South Somerset' report (published in January 2012) to inform the emerging Local Plan. It is important to regularly review this evidence to reflect changing development requirements, infrastructure delivery and priorities, and funding arrangements. This update has made limited references to the report published in 2012 due to the substantial contextual changes that have occurred over the last 3-4 years, such as publication of the National Planning Policy Framework and accompanying Planning Practice Guidance, adoption of the Local Plan with amended development proposals, and changes to deliverability and viability.

## Objectives

- 1.5 The key objectives of the Infrastructure Delivery Plan (IDP) are to:
  - Highlight existing infrastructure capacity issues;
  - Identify the infrastructure impacts of development proposed in the Local Plan;
  - Identify, for at least the next five years, the infrastructure requirements which are essential to deliver new housing and economic development in the Local Plan;
  - Provide information on the indicative cost of infrastructure; and
  - Identify funding mechanisms and responsibility for infrastructure delivery.

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<sup>1</sup> National Infrastructure Plan 2014, HM Treasury.

- 1.6 The IDP includes detail on long term strategic financial decisions that will inevitably need to be refined and realigned over time. It is important to bear in mind that the IDP is not a policy document, and information within it does not override or amend agreed/adopted strategies, policies and commitments which the Council and infrastructure providers currently have in place.

### **Structure of the report**

- 1.7 This is Part Two of the Infrastructure Delivery Plan Update 2015/16, which comprises the background evidence base for the plan. **Chapter 2** discusses the policy context for infrastructure planning, from a national to a local level. **Chapter 3** sets out the methodology employed for undertaking the IDP Update, whilst **Chapter 4** contains an overview of the housing and economic development being proposed in the South Somerset Local Plan 2006 – 28. The infrastructure types which are the subject of the IDP are defined in **Chapter 5**, and a section on each infrastructure type is included as **Chapters 6 – 14** comprising the statutory and policy context, the current quality and accessibility of infrastructure, any planned improvements, and the infrastructure requirements necessary as a result of new development. **Chapter 15** presents an overview of funding options for infrastructure; with monitoring, potential risk and contingency issues discussed in **Chapter 16**. Finally, **Chapter 17** concludes by highlighting the key infrastructure issues and priorities in South Somerset.

## 2. Policy context

### Introduction

2.1 This section provides an overview of the key national and local policies that set the context for the IDP Update, and how they relate to infrastructure delivery in South Somerset. The wider context of legislative and regulatory processes for infrastructure providers is also discussed, highlighting other relevant plans and strategies.

### National

#### National Planning Policy Framework

2.2 National policy outlines that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF (para 157). The Local Plan should be based on proportionate evidence that is adequate, up-to-date and relevant (para 158, 182); and regarding infrastructure evidence (para 162):

*“Local Planning Authorities should work with other authorities and providers to:*

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”*

2.3 The NPPF also references the need to consider security, community and cultural infrastructure (para 156). It is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion (para 177). Local Plans should be deliverable, and not subject to such a scale of obligations and policy burdens that threaten viability, including requirements for infrastructure contributions (para 173).

#### Planning Practice Guidance

2.4 This outlines the importance of evidence on infrastructure in preparing a Local Plan. Infrastructure requirements and funding should be identified, ensuring that the requirements of the plan will not prejudice the viability of development.<sup>2</sup> The Guidance advocates early discussion with infrastructure and service providers, and involving the Local Enterprise Partnership so that strategic issues and potential investment are considered.

2.5 The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in

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<sup>2</sup> PPG Reference ID: 12-018-20140306.

development management decisions. For the later stages of the plan period, greater uncertainty is likely and less detail may be provided.

- 2.6 Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.
- 2.7 Issues relating to specific infrastructure types are also set out elsewhere in the PPG; for example, wastewater infrastructure;<sup>3</sup> health infrastructure;<sup>4</sup> Green infrastructure;<sup>5</sup> and Neighbourhood Planning and infrastructure.<sup>6</sup>

### **National Policy Statements**

- 2.8 The Government produce National Policy Statements (NPSs) setting out how proposals for the development of Nationally Significant Infrastructure Projects<sup>7</sup> should be considered. So far, the following NPSs have been published:
- Six Energy NPSs: Overarching Energy; Fossil Fuels; Renewable Energy; Oil and Gas Supply and Storage; Electricity Networks; and Nuclear Power.
  - Ports.
  - Hazardous Waste.
  - Waste Water.
  - National Networks (road and rail).
- 2.9 The majority of the NPSs set out the generic impacts that should be addressed and, apart from the Nuclear Power Generation and Waste Water NPSs, do not identify locations where NSIPs will be located. There are no current proposals for NSIPs in South Somerset.

### **National Infrastructure Plan**

- 2.10 This plan, published by the Government, sets out the challenges facing UK infrastructure and its strategy for meeting the infrastructure needs of the UK economy. The latest iteration (published in December 2014) includes the Government's Top 40 priority investments, as well as an overview of large public and private infrastructure projects to 2020 and beyond with a capital value of £50 million and over. The proposal to improve the A30/A303/A358, which travels through South Somerset, is included within the top 40.
- 2.11 The Government has set up the National Infrastructure Commission (in October 2015), as an independent body to enable long term strategic decision making to build effective and efficient infrastructure for the UK. The commission will look at the UKs future needs for nationally significant infrastructure, help to maintain the UKs competitiveness and provide greater certainty for investors.

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<sup>3</sup> Ref. ID: 34-005-20140306

<sup>4</sup> Ref. ID 53-004-20140306

<sup>5</sup> Ref. ID 8-015-20140306

<sup>6</sup> Ref. ID 41-045-20140306

<sup>7</sup> Nationally Significant Infrastructure Projects are defined in the Planning Act 2008.

## **Community Infrastructure Levy**

- 2.12 Community Infrastructure Levy (CIL) as a tool for local authorities to help deliver infrastructure to support the development of the area.<sup>8</sup> CIL is generally payable on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres; although there are exceptions, such as residential development built by 'self builders' and social housing.<sup>9</sup>
- 2.13 CIL can be used to fund a wide range of infrastructure to support development, including transport, flood defences, schools, hospitals, other health and social care facilities, district heating schemes, police stations and other community safety facilities.<sup>10</sup> Some of the money raised through CIL is passed directly to town and parish councils where the development is located (15%, rising to 25% where a Neighbourhood Plan is 'made').
- 2.14 This IDP is a key piece of evidence to inform the CIL, and this evidence should be used to help strike an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across South Somerset.<sup>11</sup>
- 2.15 The rate of CIL is contained within a Charging Schedule, which should be consistent with, and support the implementation of, the Local Plan. Consultation on the SSDC's Draft Charging Schedule is taking place in February 2016.

## **Local**

### **South Somerset Local Plan 2006-28**

- 2.16 The Local Plan (adopted March 2015) sets out the scale, type and broad location of development across South Somerset. It outlines the importance of ensuring that the growth is supported by infrastructure in order to create sustainable communities.
- 2.17 Policy SS6 relates to infrastructure delivery across South Somerset, and states that the Council will secure the provision of infrastructure which is necessary to enable development to proceed. The level of developer contributions will be proportionate to the nature, scale and viability of the proposal, and should have regard to the capacity of existing infrastructure.
- 2.18 Specific infrastructure issues are considered for each settlement where these are key to the delivery of development. For example, the policies relating to the Yeovil Sustainable Urban Extensions include the provision of primary schools and health centres, alongside housing and employment growth.

### **Shaping South Somerset – A Strategy for Sustainable Communities 2008-26**

- 2.19 The Sustainable Community Strategy was produced by the Local Strategic Partnership, and describes how people in South Somerset want to live and work, now and in the future. Some of the infrastructure related issues that are identified in the strategy are supporting low carbon transport infrastructure, improving

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<sup>8</sup> PPG Ref ID: 25-001-20140612.

<sup>9</sup> PPG Ref ID: 25-003-20140612 for the kind of development that does not pay CIL.

<sup>10</sup> PPG Ref ID: 25-071-20140612.

<sup>11</sup> PPG Ref ID 25-008-20140612.

telecommunications infrastructure, and protecting essential infrastructure from flood risk particularly given future climate change.

### **South Somerset District Council Plan 2012-15**

2.20 This outlines the District Councils' four key priorities for South Somerset: jobs, environment, homes, and health and communities. The importance of infrastructure in delivering jobs is highlighted; with a recent success of providing new access roads and infrastructure to enable the third phase of Lufton 2000 Business Park, Yeovil to proceed. The importance of community infrastructure, including culture, sport and recreation, being delivered alongside new housing is also highlighted. The adoption of the Local Plan and a Community Infrastructure Levy is seen as key to delivering infrastructure.

### **South Somerset Economic Development Strategy 2012-15**

2.21 This aims to ensure that the District Council helps to create and maintain the economic conditions that will help individuals and businesses grow and prosper, and make the local economy thrive. The supply and availability of employment land and infrastructure is key for new and existing businesses. One of the main actions is to take more proactive role in the provision of infrastructure in market towns where appropriate; with core activities including working with private sector partners to secure infrastructure funding and lobbying for improvements to the A303 and provision of superfast broadband; and being prepared to invest in infrastructure projects that will create jobs and yield long-term revenue streams.

### **Heart of the South West Local Enterprise Partnership – Strategic Economic Plan 2014-30 and Growth Deal 2015/16**

2.22 Strategic Economic Plans (SEPs) are produced by Local Enterprise Partnerships and are used to negotiate Growth Deals between themselves and the Government. The existing infrastructure issues highlighted in the SEP include transport corridors cut off in bad weather, long rail journeys to London, flooding causing significant damage and dislocation of networks, lack of transport to access employment and training in rural areas, further investment required to deliver superfast broadband.

2.23 The LEPs Growth Deal 2015/16<sup>12</sup> focusses on measures that will be most beneficial now, whether through the Local Growth Fund, through influencing national Government, or through greater flexibility for a different approach to tackling issues. The Heart of the South West LEP Strategic Economic Plan contains three core aims:

- *Creating the conditions for growth* – improving infrastructure and services to underpin growth including improvements to transport and accessibility, digital infrastructure, sustainable solutions for flood management, skills infrastructure and facilities, and energy infrastructure;
- *Maximising productivity and employment opportunities* – stimulating jobs and growth across the whole economy through creating more and better employment through enterprise infrastructure, strategic employment sites and unlocking housing growth;

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<sup>12</sup> Submitted to Government 31<sup>st</sup> March 2014.

- *Capitalising on distinctive assets* – utilising distinctive assets to create opportunities for business growth and better jobs.<sup>13</sup>

2.24 The plan also includes three priority areas: enhancing transport connectivity across the area; building on Hinckley C opportunities; and maximising productivity, innovation and employment. The Plan identifies that addressing the vulnerability of critical infrastructure and investing in strategic enablers are key to unleashing growth potential.<sup>14</sup> Further detail is included in the funding chapter.

### **Somerset Growth Plan 2014-20**

2.25 This details Somerset’s plans to promote sustainable economic growth, and is used to inform the LEPs Strategic Economic Plan. One of the objectives is to “*tackle significant infrastructure deficits and enhance strategic connectivity.*” The infrastructure projects that are located in South Somerset include major development sites at Yeovil, Chard and Crewkerne, and delivery of employment sites at Wincanton, Castle Cary and Ilminster. The major transport schemes highlighted above in the LEP Growth Deal are also included.

### **Somerset Economic Assessment – State of the Somerset Economy 2013**

2.26 Somerset County Council has a statutory duty<sup>15</sup> to prepare an economic assessment of the area, which analyses local economic conditions and the Somerset economy’s strengths, weaknesses, opportunities and threats. Most key settlements in Somerset are identified as comparing favourably with ‘competitor’ locations in terms of road journey times to London. However, broadband connections are relatively poor, which is said to be placing Somerset businesses at a significant disadvantage in the new digital economy.

### **Yeovil Urban Development Framework (June 2005)**

2.27 This document was prepared to support the Yeovil Vision project, which promotes the renewal and regeneration of Yeovil. In order to meet the objectives of the Urban Development Framework, the following key elements are set out:

1. Radial Routes – the re-establishment of the historic radial routes into the town centre.
2. The Avenue – the transformation of the Reckleford/Queensway by-pass into an urban boulevard.
3. Urban Village – Rationalisation of the street pattern to the south and the creation of locations for high quality mixed use development.
4. Green Fingers – a series of green corridors and links between the town centre and Country Park.
5. Promenade – the creation of a strong urban frontage to the Country Park which strengthens its relationship with the town centre.
6. Green Transport Corridor – a corridor of future sustainable transport opportunities which connects the east end of Yeovil with the Country Park.
7. Development Opportunities – a schedule of major opportunities for development in the town centre.

<sup>13</sup> Heart of the South West LEP Strategic Economic Plan 2014-2030, 31<sup>st</sup> March 2014.

<sup>14</sup> Heart of the South West LEP Strategic Economic Plan 2014-2030, 31<sup>st</sup> March 2014 – Executive Summary.

<sup>15</sup> The Local Democracy, Economic Development and Construction Act 2009.

- 2.28 The elements that are most relevant to infrastructure delivery are Radial Routes (no. 1 above), The Avenue (2), Green Fingers (4), and Green Transport Corridor (6) – the Infrastructure Schedule includes an item relating to ‘public realm’ which incorporates these projects.

**Chard Regeneration Framework (September 2010)**

- 2.29 This sets out a phased approach to development at Chard to ensure viability and deliverability, which is reflected in the Local Plan policies PMT1 and PMT2. The key driver for the phasing is the need to incrementally increase the capacity of the highways infrastructure to accommodate traffic as the town grows, a key element of which is a continuous route to the east of the town. Other infrastructure which is required includes primary schools and sports and open space provision.

### **3. Methodology**

#### **A) Development assumptions, time horizon and infrastructure types**

- 3.1 At the outset it is necessary to outline the proposed development that should form the basis for considering future infrastructure requirements. The Local Plan provides for 15,950 dwellings and 149.51 ha of employment land across South Somerset over the period of 2006 – 2028. This is then broken down for each of the main settlements, as discussed in Chapter 4.
- 3.2 The IDP covers the time period from 2015/16 up to the year 2028, consistent with the Local Plan, but also highlights if there are infrastructure issues that are likely to need addressing beyond 2028. The IDP is broken down into phases in order to determine infrastructure priorities and align with the delivery of development (including the housing trajectory). The three phases are: 2015/16 – 2019/20; 2020/21 – 2024/25; and 2026 and beyond. These three phases can be described as ‘short term’, ‘medium term’ and ‘long term’. In some cases, infrastructure projects are needs-based calculations according to the level of housing growth (e.g. open space requirements). As such, the timescale for these projects is given as the remainder of the Local Plan period i.e. through to 2027/28.
- 3.3 A total of nine infrastructure ‘types’ are being considered in this study, as set out in Chapter 5. Each ‘type’ incorporates various specific elements; for example education includes early years, school places, post 16, and special education needs.

#### **B) Evidence gathering for each infrastructure type – current provision, planned delivery and future requirements**

- 3.4 Stage B constitutes the main body of the work, and initially involved a desk-based analysis of the wider statutory and policy context for infrastructure planning in general, and then for each of the nine infrastructure types.
- 3.5 Infrastructure providers and other key stakeholders were identified and contacted via email outlining the scope of the study, including the Local Plan growth, and a series of questions requesting information on existing infrastructure assets and future issues. The representations were considered, and discussions were held with the infrastructure providers and key stakeholders where possible. Appendix 2 lists the organisations that were contacted, and identifies whether a response was received.
- 3.6 This information was used to assess the current provision of infrastructure, and consider whether it was adequate in terms of both quantity and quality. A review of planned infrastructure delivery as set out in other plans and strategies (e.g. produced by infrastructure providers, national/local government, the LEP), alongside these discussions, was undertaken to consider the delivery of infrastructure which was already committed.
- 3.7 Following this understanding of the existing ‘baseline’ position on infrastructure, discussions and a review of background evidence informed the future infrastructure requirements as a result of projected housing and economic growth. If the existing infrastructure was identified as not being capable, in terms of quality and capacity, to

accommodate the planned growth then additional infrastructure requirements were identified for each type and at individual settlements. The infrastructure requirements are categorised as being Priority 1, 2 or 3, along with the timing of infrastructure delivery.

### **C) Infrastructure costs, funding and delivery**

- 3.8 An overview of the various options for funding infrastructure was considered. Following the identification of additional infrastructure requirements, it was necessary to identify their costs and determine whether existing funding would cover the requirements or if there was a funding gap. All costs are approximate, and in some cases are estimates based upon best available evidence (e.g. the cost of a primary school is estimated at £5m, but this will vary according to specific site circumstances).
- 3.9 Where there is a lack of funding to deliver the infrastructure, further work will be required to assess potential funding options and mechanisms. This includes current and potential future funding sources (including the Community Infrastructure Levy). Where there remains uncertainty on infrastructure delivery, risk and contingency measures are considered.

### **D) Spatial analysis**

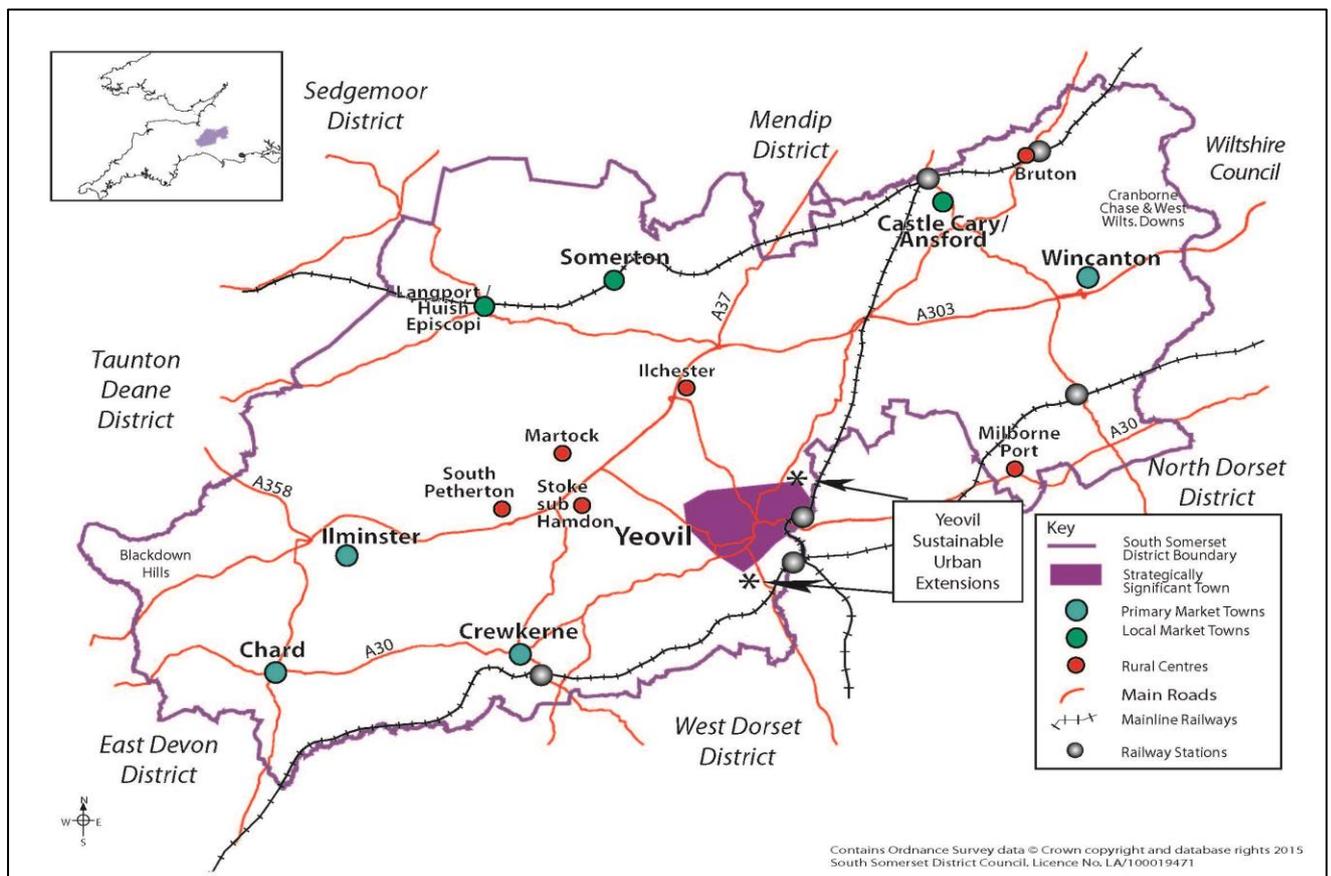
- 3.10 The completion of stages A – C ensures that evidence is gathered on the statutory/policy context; current infrastructure provision; planned improvements; additional requirements; and infrastructure costs, funding and delivery for each of the infrastructure types. This detail on each of these aspects is presented in this Part Two of the IDP Update.
- 3.11 The final stage involves a spatial analysis by bringing the information on the infrastructure types together, and applying it for the key settlements in South Somerset. This has been set out as an accompanying Part One of the IDP Update, which outlines the current infrastructure provision, additional requirements, funding and delivery at individual settlements according to the Local Plan settlement hierarchy. The idea is that Part One can be read as a summary overview of priority issues, challenges and opportunities for each settlement; whereas Part Two is to be read where detailed analysis of the specific type of infrastructure is required.
- 3.12 Finally, the conclusion sets out and reiterates the priorities in relation to infrastructure delivery in South Somerset.

## 4. Development in South Somerset

### Settlement strategy

4.1 The Local Plan settlement strategy focusses around half of new development at Yeovil as the strategically significant town in the district. Outside Yeovil, most new development should take place at the Primary and Local Market Towns, and Rural Centres. The Market Towns will provide for housing, employment, shopping and other services to enhance their role. Rural Centres provide a local service role where development will be provided to meet local housing need, extends local services and supports economic activity. At the smaller 'Rural Settlements', which are not identified by name, development is strictly controlled and limited to meet local needs.

Figure 4.1: Map of South Somerset settlement hierarchy



### Scale of development

4.2 The Local Plan proposes at least 15,950 dwellings and 149.51 hectares of land for economic development should be delivered in South Somerset over the period of 2006 – 2028. This development should be distributed across the district according to the settlement strategy, with approximately half of new development being directed at Yeovil. The following table (figure 4.2) sets out the housing and employment land figures for each of the main settlements, and identifies the remaining requirement which is yet to be delivered.

**Figure 4.2: South Somerset Local Plan Housing and Employment land requirements**

Settlement	Housing (Dwellings)			Employment (Hectares)	
	Total Requirement (2006 – 2028)	Completions (2006 – 2015)	Remainder (2015 – 2028)	Total Requirement (2006 – 2028)	Remainder <sup>16</sup> (2014 – 2028)
Yeovil	7,441 <sup>17</sup>	1,876	5,565	50.0 <sup>18</sup>	10.16 <sup>19</sup>
Chard	1,852	589	1,263	17.14	13.0
Crewkerne	961	337	624	10.10 <sup>20</sup>	0
Ilminster	496	236	260	23.05 <sup>21</sup>	0
Wincanton	703	533	170	7.94	4.38
Somerton	374	49	325	6.63	5.07
Ansford/Castle Cary	374	59	315	18.97	8.9
Langport/Huish Episcopi	374	273	101	4.01	3.67
Bruton	203	103	100	3.06	2.5
Ilchester	141	1	140	1.02	1.0
Martock/Bower Hinton	230	77	153	3.19	1.74
Milborne Port	279	165	114	0.84	0.80
South Petherton	229	190	39	2.47	0.66
Stoke Sub Hamdon	51	5	46	1.09	1.09
Rural Settlements / Rest of District	2,242	1,165	1,077	No specific figure	No specific figure
<b>DISTRICT TOTAL</b>	<b>15,950</b>	<b>5,658</b>	<b>10,292</b>	<b>149.51</b>	<b>52.97</b>

### Locations for development

4.3 The Local Plan includes ‘directions of growth’ at Yeovil and the Primary and Local Market Towns. The most substantial of these are two sustainable urban extensions to Yeovil comprising a total of 1,565 dwellings, just over 5 hectares of employment land, and community facilities and services. The growth proposed at Chard’s Eastern Development Area is also considerable, with 1,220 dwellings, 13 hectares of employment land and community facilities. Saved allocations from the ‘previous’ Local Plan have also been carried forward where appropriate (for example, at Crewkerne the existing Key Site is carried forward).

<sup>16</sup> As at April 2011.

<sup>17</sup> Including 1,565 dwellings at the two Yeovil Sustainable Urban Extensions.

<sup>18</sup> Figure includes 5.16 ha in the Yeovil Sustainable Urban Extensions.

<sup>19</sup> Figure includes 5.16 ha in the Yeovil Sustainable Urban Extensions.

<sup>20</sup> Undelivered but with planning permission.

<sup>21</sup> Undelivered but with planning permission.

## 5. Infrastructure types

5.1 The IDP covers a wide range of infrastructure in order to inform and help deliver the Local Plan. This is consistent with the requirements of national policy, which outlines the infrastructure evidence that should be assessed.<sup>22</sup> The following table includes the infrastructure types that are considered in the IDP, and the specific elements within each type.

**Figure 5.1: Infrastructure types**

<b>Infrastructure Type</b>	<b>Specific Infrastructure</b>
<b>Transport</b>	Roads
	Rail
	Bus
	Cycling/walking
	Car parking
<b>Flood Risk and Drainage</b>	Flood Risk and Drainage
<b>Utilities</b>	Water supply
	Waste water, sewerage and sewage
	Electricity
	Gas
<b>Telecommunications</b>	Fixed broadband
	Mobile telecommunications
<b>Waste and Recycling</b>	Waste Management
<b>Education</b>	Early years (0-4 years)
	School places (5-16 years)
	Post 16 Education and Training
	Special Education Needs
<b>Health care</b>	Primary Care
	Secondary (or Acute) Care
<b>Emergency Services</b>	Ambulance
	Fire and Rescue
	Police
<b>Open Space and Outdoor Play Space, Sports, Community and Cultural facilities</b>	Open Space
	Outdoor Playing Space – pitches, equipped play areas, youth facilities
	Sports facilities – artificial grass pitches, sports halls, swimming pools, other indoor leisure (e.g. gym, indoor tennis)
	Community and cultural facilities – theatres, arts centres, community halls, libraries, museums, cemeteries and cremation facilities

5.2 The Council recognises that whilst it may wish to secure the delivery of all infrastructure items, prioritisation may be required depending on the availability of public and private sector funding sources and service priorities at the time.

<sup>22</sup> NPPF, para 162.

Therefore, each infrastructure project is categorised according to one of the following definitions:

- **Priority 1** – infrastructure that is fundamental to the delivery of development proposed in the Local Plan. It is likely that development will not be able to commence without the infrastructure. This could include some flood risk mitigation, transport or utility infrastructure.
- **Priority 2** – infrastructure that is required to support new development proposed in the Local Plan, but the precise timing and phasing is less critical and development can commence ahead of its provision. This could include schools, health care facilities, and sports/play facilities with a specific project and funding commitment.
- **Priority 3** – infrastructure that is needed in order to build sustainable communities. Although the timing is not as critical as priority 1 or 2 infrastructure, these items are still desired in order to create high quality places in which to live and work. This could include open space, libraries and other community facilities.

5.3 In determining whether infrastructure is required when delivering new development, planning obligations should only be sought where they meet all of the following tests:<sup>23</sup>

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

5.4 The IDP breaks down the delivery of infrastructure into phases in order to determine infrastructure priorities and align with the delivery of development (particularly the housing trajectory); with detail particularly important for the first 5 years of the plan.<sup>24</sup> The three phases are the years 2015/16 – 2019/20; 2020/21 – 2024/25; and 2025/26 and beyond; although in some cases the timescales given reflect more detailed information from infrastructure providers.

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<sup>23</sup> CIL Regulation 122; NPPF para 204.

<sup>24</sup> PPG Reference ID: 12-018-20140306.

## 6. Transport

### Key messages

- National and local planning policies promote the use of public transport, walking and cycling. New development should be designed to encourage these modes of travel, whilst actively discouraging major new road building.
- Somerset County Council remains the lead authority responsible for transport infrastructure provision. However, the Heart of the South West Local Enterprise Partnership is becoming more prominent in sanctioning investment in transport.
- Existing transport infrastructure in South Somerset reflects the semi-rural nature of the district, with long-standing problems of poor connectivity between main settlements and rural areas; and reduced access to some key services and facilities.
- This is balanced by major road and rail infrastructure providing good east-west connections for businesses and commuters linking the district with principal urban areas and centres of economic activity. North-south connections are more limited.
- Although there are existing congestion issues in some of the main settlements and at certain sections along the A303 and A358, traffic volumes on the district's main roads have not increased for several years.
- The Government have announced major plans to improve the A303 and A358 in South Somerset will begin construction by 2019/2020, although detailed designs and permissions are yet to be agreed.
- Confirmation of Government investment in Southfields Roundabout/A358 could determine the timescale for delivery of development sites in Ilminster.
- Significant road infrastructure schemes are proposed in delivering development at Yeovil, Chard, Crewkerne, Ilminster, and Ansford/Castle Cary, alongside sustainable travel measures.
- Delivery of transport infrastructure in Chard is subject to ongoing concerns about the viability of development to fund the improvements. Prioritisation of improvements will be required to ensure a realistic approach to funding and delivery.
- The number of passengers using rail travel has increased significantly in the district in recent years.
- Bus passenger numbers, the number of services and geographic coverage has fallen recently, leading to accessibility issues in rural areas.
- It is recommended that a District Wide Transport Strategy is carried out, which will provide further evidence on transport issues, and identify future infrastructure requirements.

## Definition

6.1 For the purposes of this IDP, transport infrastructure incorporates roads and highways, bus, rail, cycling/walking, and car parks.

## Statutory and Policy Context

### Overview

6.2 The statutory context for transport is complex, with various organisations being responsible for transport infrastructure in South Somerset:

- **Roads:** The local road network in South Somerset is the responsibility of Somerset County Council (SCC) as the local highways authority; whilst Highways England (previously the Highways Agency) is the Government owned company responsible for the A303 as the only strategic road network running east to west through the district.
- **Rail:** Network Rail owns the railway infrastructure (i.e. tracks, bridges and station buildings), and South West Trains and First Great Western are the Train Operating Companies who currently run passenger services in the district and oversee the day-to-day management of the stations. The Train Operating Companies report into both the Office of Road and Rail and the Department for Transport.
- **Bus/Coach:** Local bus services are provided on a commercial and non-commercial basis. SCC provides funding for some non-commercial routes. In addition, SCC reimburses operators for concessionary fares (bus passes) at a current reimbursement rate of 52%.<sup>25</sup> There are various operators in South Somerset and registered Demand Responsive Transport (DRT) services in some of the more rural areas. Community transport is available in some parts of the District for those people whose needs are not met by normal public transport. Long distance coach routes are also available, including links to London and Bristol.
- **Cycling/walking:** Somerset County Council as the local highways authority are responsible for cycle paths, and also maintains the public rights of way network. Sustrans, a national sustainable transport charity, works with SCC and the District Council, other organisations and communities to encourage travel by foot, bike or public transport.
- **Car parking:** off-street car parks owned by the District Council are located in Yeovil, the Market Towns<sup>26</sup> and Rural Centres, along with other 'private' car parks usually associated with retail use. Somerset County Council are responsible for on-street parking enforcement, whilst the District Council have this role in their public off-street car parks.

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<sup>25</sup> Follows DfT guidance to compensate operators to ensure that they are 'no better or worse off' i.e. there is an increase in demand for travel if travel is free.

<sup>26</sup> Somerton car parks are managed by the Town Council.

## National

- 6.3 The policy context for transport includes a range of strategies, at a national and more local level. The National Planning Policy Framework (para 17) includes the core principle to “*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*”. Strategies for the provision of viable infrastructure necessary to support sustainable development should be developed with neighbouring authorities and transport providers.<sup>27</sup> Sites and routes which could be critical in developing transport infrastructure to widen choice can be protected where there is robust evidence.<sup>28</sup>
- 6.4 National Planning Practice Guidance<sup>29</sup> states that the Local Plan transport evidence base should highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.
- 6.5 The Department for Transport (DfT) Circular 02/2013<sup>30</sup> describes how Highways England will engage with communities and the development industry to deliver sustainable development and economic growth, whilst safeguarding the primary function and purpose of the strategic road network as being safe and reliable and allowing for the efficient movement of people and goods. Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section, or do not increase demand for a section that is already operating at over-capacity levels. Even where proposals would not result in capacity issues, the prime consideration is the continued safe operation of the network.
- 6.6 The ‘Design Manual for Roads and Bridges’ is a comprehensive manual system of all current standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads.
- 6.7 The ‘Manual for Streets’<sup>31</sup> provides guidance on the design, construction, adoption and maintenance of new residential streets. It seeks the creation of safe, cost-effective, attractive residential streets that enable people to feel a greater sense of place and community. A companion guide (Manual for Streets 2<sup>32</sup>) builds on these philosophies and demonstrates how they can be extended beyond residential streets to encompass both urban and rural situations. Manual for Streets 2 fills the perceived gap in design advice that lies between ‘Manual for Streets’ and the design standards for trunk roads as set out in the ‘Design Manual for Roads and Bridges’.

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<sup>27</sup> NPPF, para 31.

<sup>28</sup> NPPF, para 41.

<sup>29</sup> NPPG Reference ID: 54-002-20141010.

<sup>30</sup> Strategic Road Network and the Delivery of Sustainable Development, DfT Circular 02/2013.

<sup>31</sup> DCLG, DfT, 2007.

<sup>32</sup> Chartered Institute of Highways and Transportation (CIHT), 2010.

## Local

- 6.8 Somerset's Future Transport Plan 2011 – 2026 identifies six areas where Somerset County Council (SCC) will assist: community and partnership involvement; smarter travel choices; school travel; road safety; staying active; and access to health. The plan supports sustainable travel modes, and seeks to better manage traffic and improve the most congested junctions and routes, whilst ensuring new developments don't make conditions worse. The use of ICT is promoted to reduce the need to travel and increase people's ability to access goods and services.
- 6.9 Implementation Plans which assess progress on delivering the FTP are published throughout the FTP period, with the latest covering the years 2013 – 2017. This plan highlights the successful funding bid for improvements to the Yeovil Western Corridor; the potential for sustainable travel to be delivered in Yeovil; and supporting the aerospace and advanced engineering sector clustered around Yeovil being a key economic benefit of the proposed A30/303/358 improvements. Closer working with the Local Enterprise Partnership, Local Transport Board and District Councils, are identified as some of the actions required to secure funding for transport improvements in the future.
- 6.10 The South Somerset Local Plan 2006-28 ensures that the transport impacts of new development are fully addressed,<sup>33</sup> and encourages sustainable travel through several policies, particularly at the larger settlements of Yeovil and Chard, including contributing to sustainable transport interchanges at these settlements.<sup>34</sup> At least 30% of travel originating from the Yeovil Sustainable Urban Extensions should be by non-car modes.<sup>35</sup> Specific transport infrastructure is identified in delivering development at some growth areas (e.g. Crewkerne Key Site).
- 6.11 Some of the other local transport related evidence base studies and strategies prepared by SCC or SSDC are:
- Yeovil Transport Strategy Review (SCC, 2006);
  - Yeovil Western Corridor Study (SCC, 2006) and Local Pinch Point Fund submission (SCC, 2013);
  - Yeovil Eastern Corridor Study (SCC, 2006);
  - Yeovil Sustainable Urban Extension Traffic Modelling Non-Technical Forecasting and Addendums (SCC and SSDC, 2011-14);
  - Chard Strategic Transport Appraisal Report (SSDC, 2010);
  - Active Travel Strategies for Walking; Cycling; School Travel; Information and Communication (SCC, 2012);
  - Somerset Parking Strategy (SCC, 2013);
  - South Somerset Car Parking Strategy Review (SSDC, 2013).

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<sup>33</sup> Local Plan Policy TA5.

<sup>34</sup> Local Plan Policies YV5, TA1, TA2, TA3, TA4, TA5.

<sup>35</sup> Local Plan Policy YV5.

- 6.12 In preparing the Local Plan, a highways capacity assessment was undertaken for residential development at Shudrick Lane, Ilminster. However, this was not subsequently taken forwards, with the adopted Local Plan identifying land off Canal Way as the direction of growth for the town.
- 6.13 The South Somerset Citizen's Advice Bureau (CAB) prepared a report<sup>36</sup> which highlights the difficulties in accessing services, particularly for those residents in rural areas.

### **Infrastructure service providers' plans and strategies**

- 6.14 Following on from the policy context, transport infrastructure strategies and reports that identify future infrastructure delivery plans are also prepared by infrastructure providers.
- 6.15 The Government's Road Investment Strategy<sup>37</sup> identifies plans for a second strategic corridor to the region, which includes commitments to improve the strategic route network in South Somerset (the A303 and A358).
- 6.16 Network Rail publish 'route studies' which identify capacity gaps in the rail network, and develops options to address those gaps. The options are developed to make the best use of the existing network, and include infrastructure enhancements to understand whether the demands can be met. The DfT make the final decision as to which options to pursue. The Western Route Study and Wessex Route Study cover the train routes that travel through South Somerset, with the latest studies being published in August 2015.
- 6.17 Unlike rail, bus operators do not usually publish specific strategic plans for future route development, which would run contra to the commercial confidentiality inbuilt into the legislative framework that governs the bus industry. However 'Greener Journeys'<sup>38</sup>, a coalition of Britain's leading bus companies and other supporters, have commissioned guidance on improving bus services.<sup>39</sup>
- 6.18 Sustrans provide detailed guidance for infrastructure design<sup>40</sup> and have also advocated more specific plans for improved cycle links in the district (e.g. at the South Yeovil Sustainable Urban Extension). 'Cyclenation' has also produced design guidance for new developments.<sup>41</sup>

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<sup>36</sup> The South Somerset Citizen's Advice Bureau Transport and the Accessibility of Public Services Report (Jan 2013).

<sup>37</sup> Department for Transport, 2014.

<sup>38</sup> Greener Journeys is a coalition of Britain's leading bus companies and other supporters including Transport for London, RAC Foundation, Passenger Focus, Confederation of Passenger Transport (CPT), Passenger Transport Executive Group (PTEG), and Campaign for Better Transport. Its primary funders are bus companies Arriva, FirstGroup, Go-Ahead and Stagecoach.

<sup>39</sup> "A step change for Britain's buses" (2011); "Buses, devolution and the growth agenda: A guide to investing in local bus infrastructure" (2015).

<sup>40</sup> 'Handbook for cycle-friendly design' (2014), [www.sustrans.org.uk](http://www.sustrans.org.uk)

<sup>41</sup> 'Making Space for Cycling – A guide for new developments and street renewals' (2014), [www.cyclenation.org.uk](http://www.cyclenation.org.uk)

6.19 A South Somerset Together (SST) report<sup>42</sup> includes key recommendations for rural areas to:

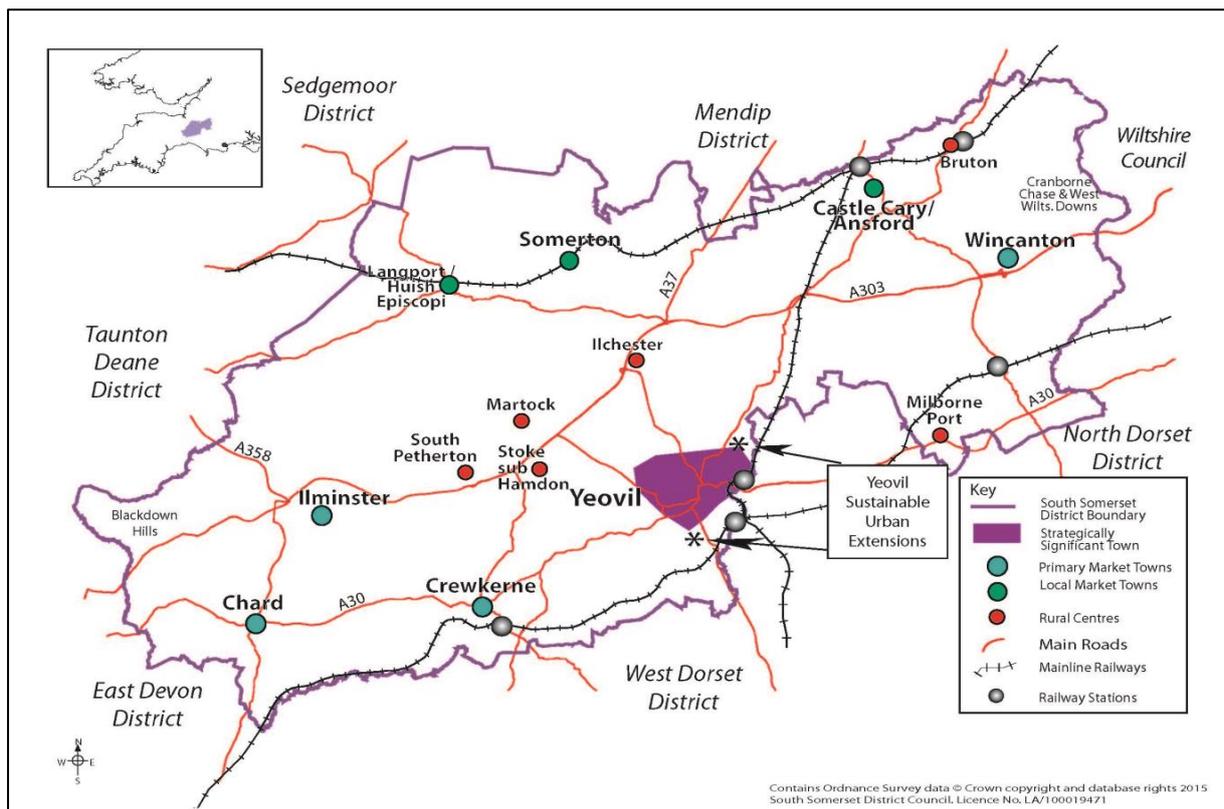
- Establish new [community] car schemes (or enhancement of existing schemes);
- Transform Demand Responsive Transport (DRT) to better match the users' needs;
- Boost information especially using new technology and “easier to read timetabling” and maps;
- Establish a pilot Transport and Accessibility Hub in Wincanton.

6.20 SCCs successful £305,000 funding bid from the DfT's Total Transport Pilot Fund (in March 2015) could assist in delivering these recommendations.

## Current issues and infrastructure provision

6.21 Existing travel patterns in South Somerset reflect its rural nature, with reliance on the car for many journeys. The following map shows how the main settlements relate to the road and rail infrastructure across the district.

**Figure 6.1: South Somerset context**

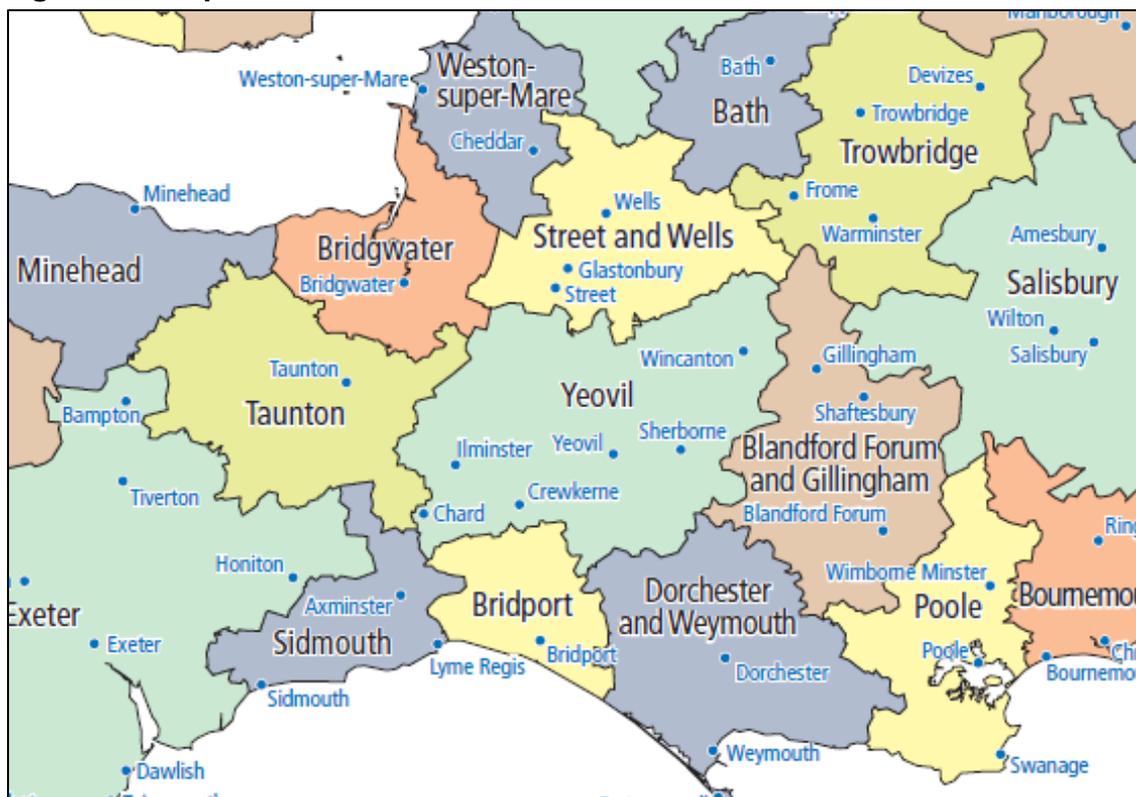


<sup>42</sup> South Somerset Together Rural Access and Transport report, 2013.

## Roads

- 6.22 The A303, which is part of the Strategic Road Network (managed by Highways England), and dissects the district from east to west. The A303 facilitates connectivity to larger centres such as Exeter in the west, and Andover in the east. The A30 also runs east to west but is positioned to the south of the district. The A30 merges with the A303 in the west to provide onward connections to Devon and Exeter. The A30 heading east serves to connect South Somerset with settlements including Sherborne, Shaftsbury and Salisbury. Together these two roads provide the dominant transport corridor through South Somerset.
- 6.23 The A358 and A37 provide additional radial routes through South Somerset on a north-south axis. The A358 connects the district to the M5 motorway, opening up links to Taunton, Bridgwater and beyond; whilst the A37 links the district with the urban conurbations of Bristol and Bath.
- 6.24 The Office for National Statistics has released the 2011-based 'Travel To Work Areas'.<sup>43</sup> The information shows that the majority of South Somerset falls within a travel to work zone entitled "Yeovil" and concludes that the area is highly self-contained with 83% of people in employment who live in the area also work in area; and 83% of jobs in the area are fulfilled by people that live in the area.

**Figure 6.2: Map of 2011-based Travel To Work Areas**



<sup>43</sup> ONS (2015) 2011-based Travel To Work Areas

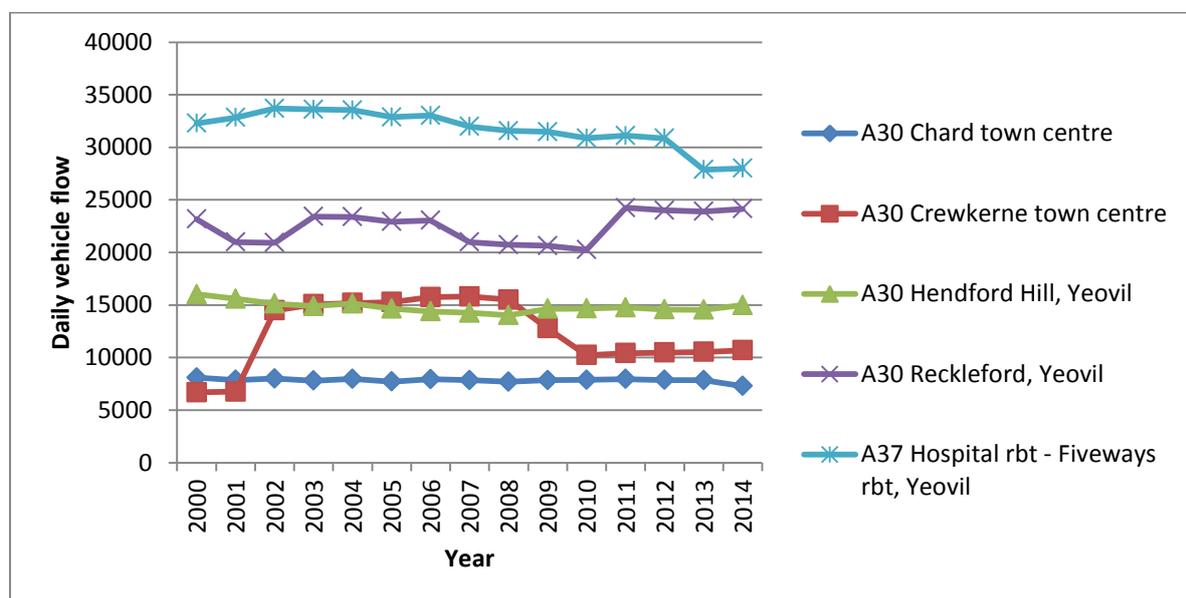
- 6.25 That being said, the road network serves as a vital link for those living in South Somerset but working elsewhere, and those businesses located in South Somerset, but whose staff live outside of the district. The strongest relationship with those living in South Somerset but choosing to work elsewhere is with West Dorset, Taunton Deane and Mendip. The strongest relationship with those working in South Somerset but living elsewhere is with Mendip, West Dorset, and North Dorset.
- 6.26 Elsewhere in South Somerset the road network is categorised by more minor ‘A’ roads and other lower classification roads. This is typical of the nature of the road network in Somerset, which is far more rural than either the regional or national average, as shown by figure 6.2 below.

**Figure 6.3: Urban-rural profiles of roads<sup>44</sup>**

	Somerset	South West	Great Britain
Urban total	11.6%	22%	36%
Rural total	88.4%	78%	64%

- 6.27 Traffic volumes in Somerset grew steadily each year from 2000 to 2008 but have fallen slightly since then. Overall traffic volumes in the county increased by around 7% in the past decade.<sup>45</sup> The following graphs show the annual average daily flow of vehicles from 2000-2014 for selected roads in South Somerset, and indicate broadly constant traffic flows over this period.

**Figure 6.4: Traffic flows on selected roads within Yeovil, Chard and Crewkerne<sup>46</sup>**

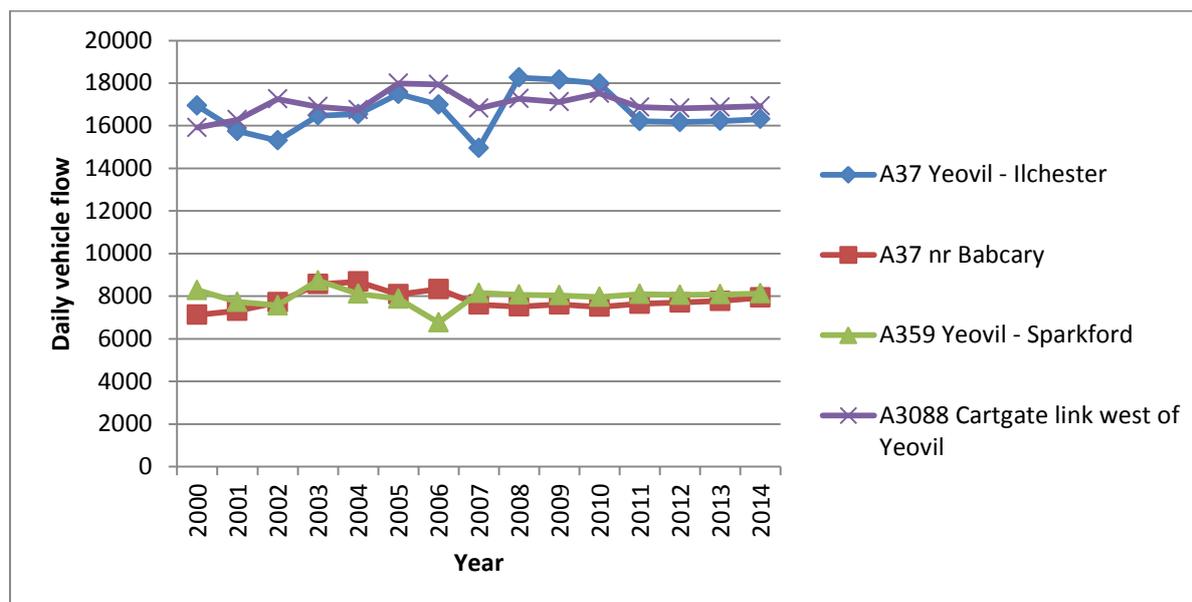


<sup>44</sup> DfT Road length statistics, 2011: <https://www.gov.uk/government/collections/road-network-size-and-condition>

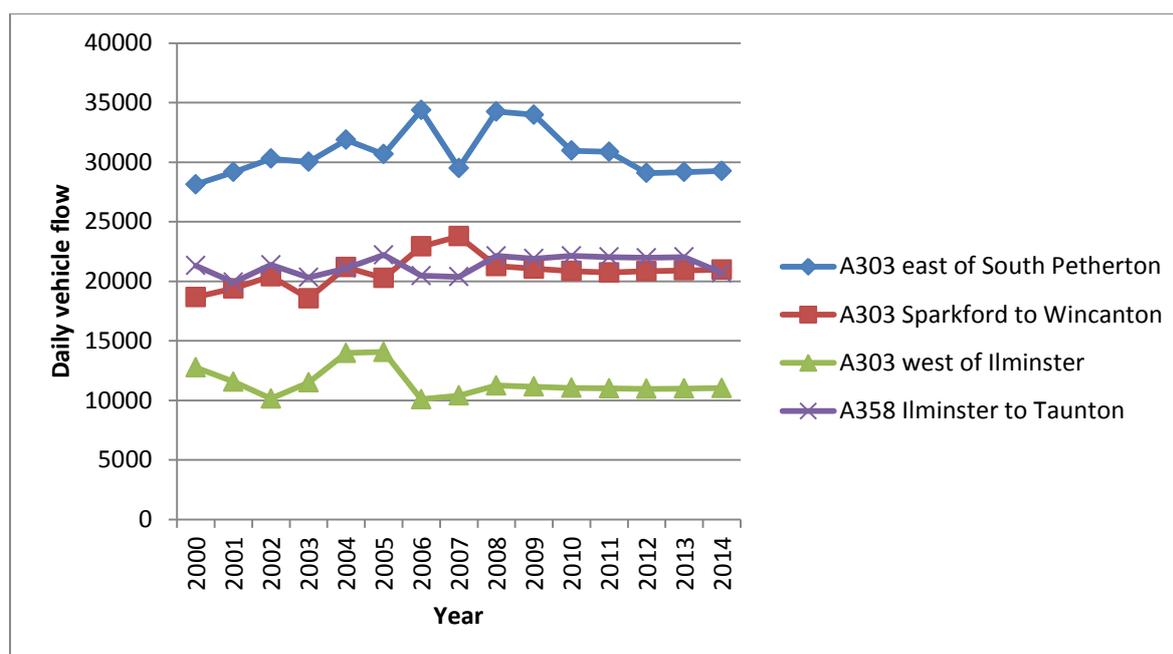
<sup>45</sup> Transport Statistics for Somerset, Somerset Intelligence, 2013.

<sup>46</sup> All motor traffic, DfT Road traffic statistics by local authority (DfT data disclaimer: traffic figures at regional and national level are robust and are reported as National Statistics. However, this is not the case for road traffic at a local level).

**Figure 6.5: Traffic flows on selected 'rural' road links<sup>47</sup>**



**Figure 6.6: Traffic flows on selected points on the A303 and A358 in South Somerset<sup>48</sup>**



6.28 Generally, congestion on the road network is caused by junctions or changes in the number of lanes, rather than the number of cars travelling along a road link. Nevertheless, guidance is available on the capacity of urban roads and rural road links, which applies varying capacity levels according to road type, width, speed limit etc.<sup>49</sup> The flows highlighted on figure 6.5 above are within the daily flow range for a wide single carriageway on a rural road link, although the A358 Ilminster to Taunton (figure 6.6) is near the maximum for this type of road.

<sup>47</sup> All motor traffic, DfT Road traffic statistics by local authority

<sup>48</sup> All motor traffic, DfT Road traffic statistics by local authority.

<sup>49</sup> Design Manual for Roads and Bridges.

- 6.29 The A358 from Southfields Roundabout at Ilminster to the M5 along with parts of the A303 are recognised as suffering from congestion, particularly in the summer months when subject to increased flows from seasonal tourism-related traffic, and at peaks times on weekends.
- 6.30 Highways England has indicated on a number of occasions that they have concerns surrounding the capacity of Southfields Roundabout to accommodate additional traffic. Whilst the Government has announced plans to improve this section<sup>50</sup> it is likely that in the short-term both residential and employment proposals at Ilminster will need to clearly show how they do not cause further capacity issues on the strategic transport network. In the case of the employment proposals in Ilminster it may be that development does not come forward until Government has concluded on its detailed plans for the improvements.
- 6.31 There are also congestion issues at some of the larger settlements, particularly at peak times in parts of Yeovil, Chard, and Crewkerne. Road improvement schemes are proposed that will help to address issues at these settlements (see relevant paragraphs below). However, overall, as a rural county Somerset's roads are generally less congested in peak times than other areas, with average vehicle speeds of 29.6mph being consistently above the regional (27.7mph) and national (24.3mph) averages.<sup>51</sup>
- 6.32 Devon County Council have identified concerns relating to growth at Chard leading to increased traffic travelling through Axminster and, if this impact can be demonstrated, are requesting contributions towards a solution (likely to be a new link road in Axminster) to mitigate this.

## **Rail**

- 6.33 There are three railway lines that run through South Somerset:
- London (Waterloo) to Exeter; the West of England (WoE) line, in the Wessex Franchise area operated by South West Trains;
  - London (Paddington) to Taunton, Exeter and the south west. This forms part of the Great Western franchise operated by Great Western Railway (GWR); and
  - Bristol to Weymouth; the Heart of Wessex (HoW) line, which again falls within the Great Western franchise.
- 6.34 The District is served by six railway stations at:
- Yeovil Junction (WoE);
  - Yeovil Pen Mill (HoW);
  - Crewkerne (WoE);
  - Templecombe (WoE);
  - Castle Cary (Paddington – Taunton, and HoW);
  - Bruton (HoW).

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<sup>50</sup> Road Investment Strategy: Investment Plan, DfT, 2014.

<sup>51</sup> DfT Average vehicle speeds during the weekday morning peak, September 2014.

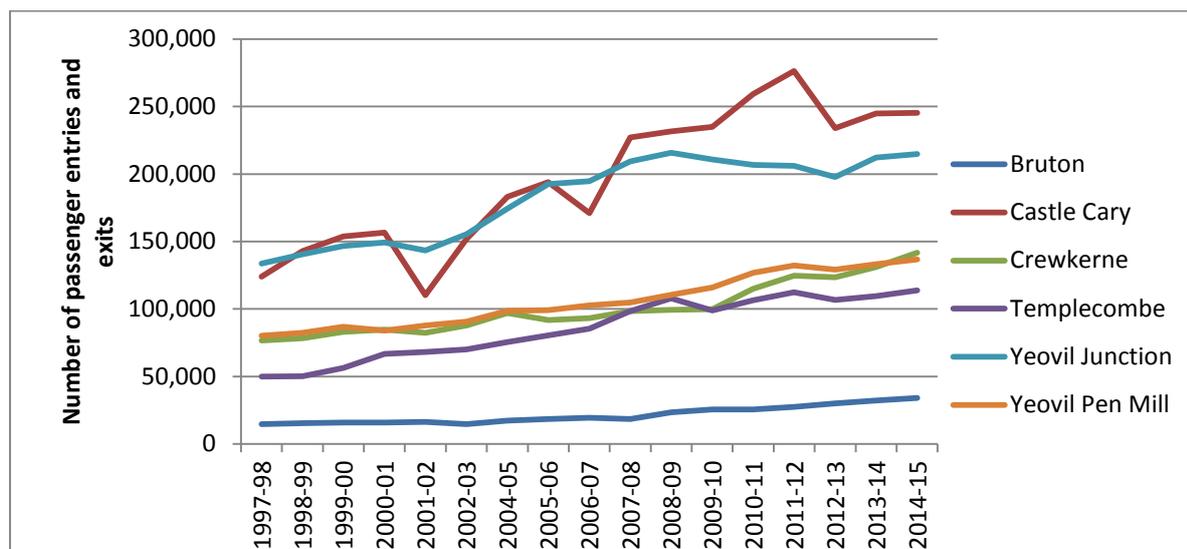
- 6.35 Notably, several of these stations are located on the periphery of the associated settlement (e.g. Yeovil Junction, Crewkerne, Castle Cary) which presents challenges in accessing the station by sustainable travel modes.
- 6.36 The West of England line (which serves Crewkerne, Yeovil Junction and Templecombe) has an hourly service to Exeter and London Waterloo. There are currently no trains linking the WoE and HoW lines where they cross over at Yeovil, although the timetable from December 2015 includes services that link Yeovil Junction to Pen Mill and stations further north. However, there is no southern rail link between Yeovil Junction and the southbound line (i.e. the so-called 'South Chord' towards Dorchester). This limits both the potential to enhance services, and network resilience to extreme weather events.<sup>52</sup> The line between Yeovil Junction and Chard Junction is the longest section of single track on the entire WoE line. The need to improve the resilience of this line is identified in the HoSW LEP Growth Deal 2015/16.<sup>53</sup>
- 6.37 The Paddington to the South West line within the Greater Western franchise serves Castle Cary and offers a fast service to London Paddington in one direction, and Exeter in the other. However, the first departure from Castle Cary to Taunton (and further westwards) is currently 10.31am and therefore offers no realistic opportunity to commute to the urban area of Taunton by rail.
- 6.38 Frequency of services on the HoW line (which serves Castle Cary, Bruton and Yeovil Pen Mill) is somewhat limited, which makes journeys to destinations such as Bristol and Weymouth problematic. The timetable, which has remained virtually the same since the early 1970s, is not conducive for commuting to Yeovil from either the north or the south. However, the timetable from December 2015 does include services that link Yeovil Pen Mill with Yeovil Junction, and on to the other destinations on the WoE line.
- 6.39 There has been a significant increase in rail travel over recent years, with all stations seeing a 50% or greater increase in passenger usage since the early 2000s. This highlights the continued importance of railway stations to the future of the district and outlines their potential to facilitate sustainable economic growth. However, in order to maximise this potential, issues such as low service frequency, unsuitable timetabling of services to meet commuting needs, and overall capacity issues need to be overcome.

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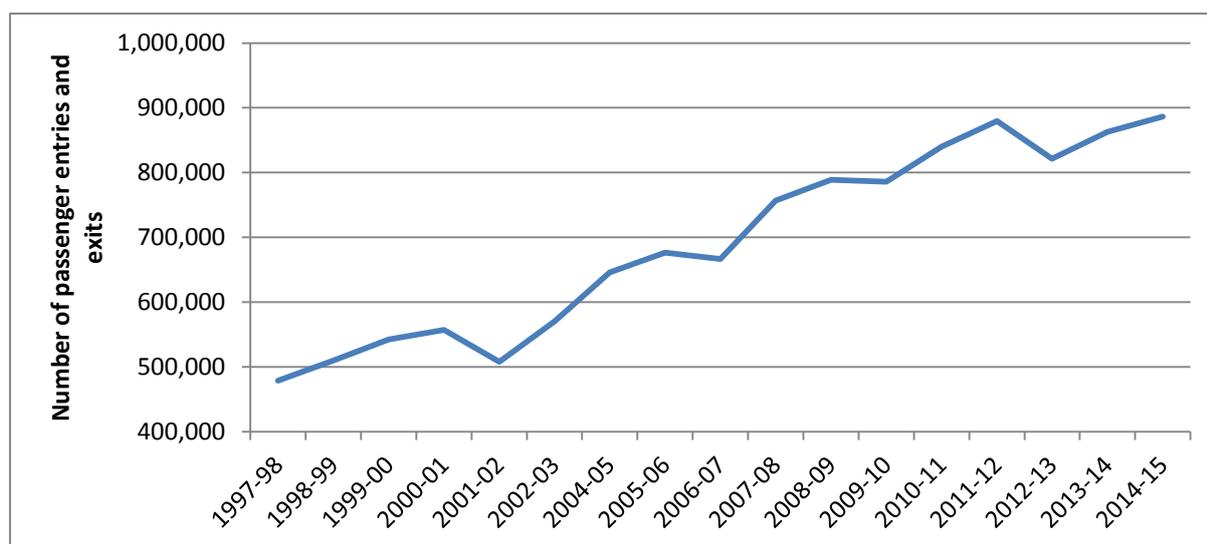
<sup>52</sup> For example, flooding of the Somerset Levels and Moors in late 2013/early 2014 prevented use of the Great Western Main Line – a rail link at Yeovil could have provided an alternative route for trains from the east and north into the south west.

<sup>53</sup> Heart of the South West LEP Growth Deal 2015/16, Table 2.

**Figure 6.7: Usage of railway stations in South Somerset<sup>54</sup>**



**Figure 6.8: Total usage of all railway stations in South Somerset<sup>55</sup>**



6.40 The largest growth in passenger numbers has been at Castle Cary railway station, which serves a wide rural catchment in South Somerset and beyond, particularly for long distance commuters. The station car park is currently at capacity, and GWR consider that this is restricting demand for new passengers.

6.41 Although passenger use has grown, the station at Yeovil Pen Mill has not altered much for 40 years or more. Accessibility improvements would to provide a more attractive gateway to the town and ensure that the station supports the growth agenda for the town.

## Bus/coach

<sup>54</sup> Office of Rail Regulation.

<sup>55</sup> Office of Rail Regulation.

- 6.42 Coverage of local bus services in South Somerset is not extensive, reflective of the geographically dispersed population in the district. There are several services operating in Yeovil, with other settlements in the district being linked by various routes that operate within South Somerset and beyond.
- 6.43 **Yeovil** is unusual for a settlement of its size with seven different bus operators providing services at the town, the main ones being 'First Wessex' and 'South West Coaches' who between them offer most town services in Yeovil as well providing links to other settlements. 'Damory', 'Stagecoach', 'First – The buses of Somerset', 'First – Bristol, Bath and West' and 'Nippy Bus' offer other routes across the District (including Yeovil) and beyond. 'Nippy Bus' also offer registered Demand Responsive Transport (DRT) services in some of the more rural areas.
- 6.44 Parts of Yeovil are not well served by bus, notably the employment sites on the western side including the town's major employer AgustaWestland. This is partly because the routes have traditionally terminated in the town centre and deviating would detract from the existing customer base; and partly because, in the past, where a route is in close proximity to those sites, adequate provision for bus stops on the main distributor routes (e.g. the Western Relief Road and Lysander Road) has not been made.
- 6.45 Discussions with bus operators have highlighted difficulties for buses in accessing the developing Wyndham Park estate (Lyde Road Key Site allocated in the Local Plan 1991-2011).
- 6.46 Most local bus and coach routes serving Yeovil use the Yeovil Bus Station. The bus station was built in the 1960s and does not reflect the requirements of both passengers and operators to deliver a modern transport interchange. Access to information for passengers is a particular issue given the number of different operators that serve the station. The Local Plan seeks, subject to general viability, contributions to sustainable transport interchange within Yeovil and Chard.<sup>56</sup>
- 6.47 The existing provision of bus services in **Chard** is suggested as being relatively ineffective due to significant wait times and short journey times by comparison, and high fares for the distance travelled.<sup>57</sup>
- 6.48 Community transport is available in some parts of the District for those people whose needs are not met by normal public transport – these operate on a not-for-profit basis and include 'Ring & Ride' minibuses such as the Chard and Ilminster area 'SLINKY' service, and various community car schemes.
- 6.49 Long distance coach routes are provided by 'National Express' from Yeovil (destinations include London and Bristol) and 'Berrys' from Ilminster, South Petherton, Yeovil and Wincanton to London.
- 6.50 Bus passenger journeys in Somerset have fallen over the last five years (figure 6.9 below), in contrast to the upward trend being experienced in most local authorities across the south west (figure 6.10).

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<sup>56</sup> Local Plan Policy TA3.

<sup>57</sup> Chard Strategic Transport Appraisal Report, 2010.

Figure 6.9: Local bus passenger journeys in Somerset 2009 – 2014<sup>58</sup>

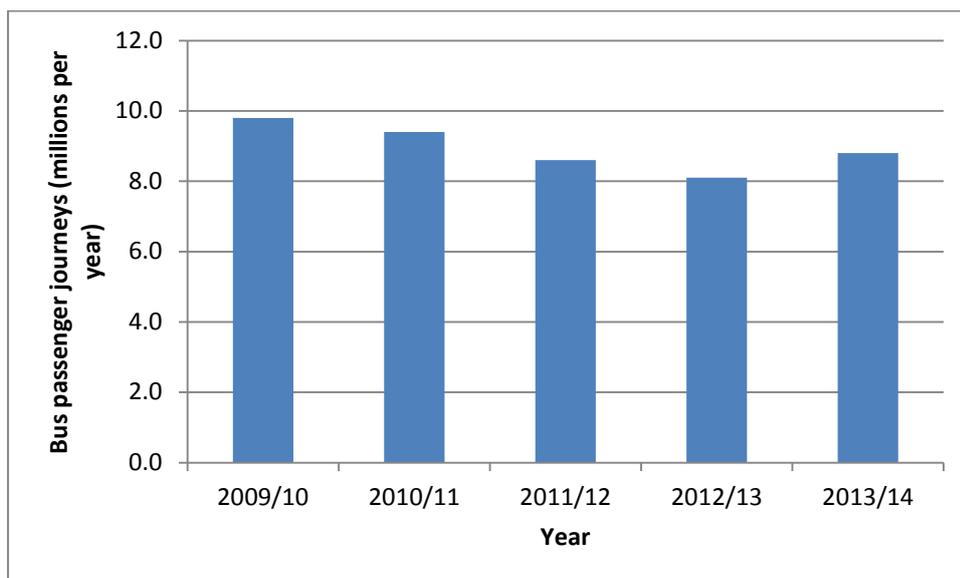
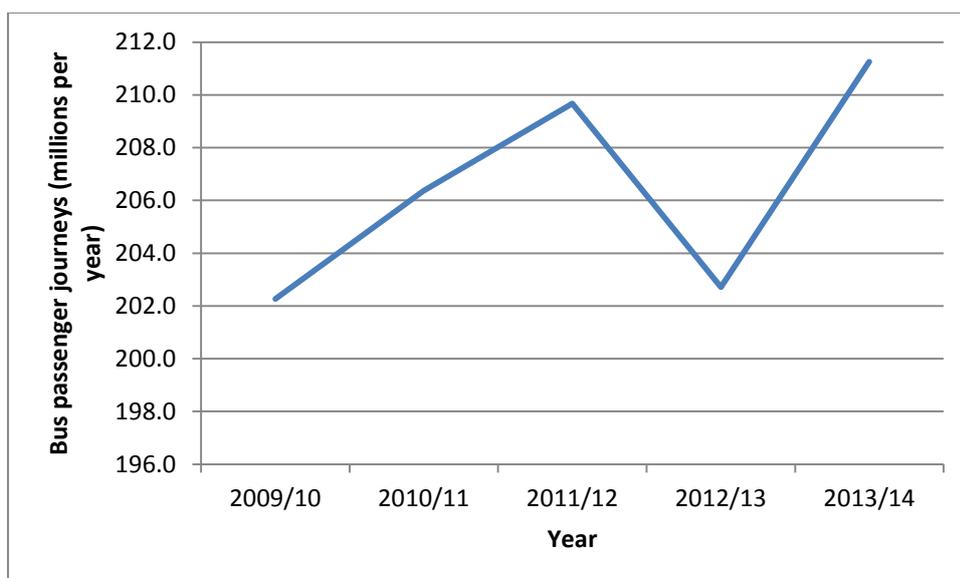


Figure 6.10 Local bus passenger journeys in the South West 2009 – 2014



6.51 There has been a reduction in subsidy from SCC, particularly for Sunday and evening services since 2009/2010, meaning that there are now no Sunday bus services operating within the district, and during the week services generally finish in the early evening. There are 16.4 bus passenger journeys per head of population in Somerset, which is the lowest of any highways authority in the south west and 8<sup>th</sup> lowest in England.<sup>59</sup>

<sup>58</sup> DfT: <https://www.gov.uk/government/collections/bus-statistics>

<sup>59</sup> DfT: <https://www.gov.uk/government/collections/bus-statistics>

6.52 The proportion of bus services running on time has been falling over the last five years in Somerset, from 86% in 2009/10 to 76% in 2013/14. The regional and national average is higher at 82%-83% in 2013/14.<sup>60</sup>

## Cycling

6.53 Traffic count data indicates a fall in the total number of miles travelled by pedal cycles on major roads in Somerset from just over 5 million miles in the year 2000, to just over 3.7 million miles in 2014.<sup>61</sup> However, data on specific roads can show a different trend; for example, cycle use along Lysander Road, Yeovil has nearly doubled over the same period.<sup>62</sup>

6.54 Cycle use in South Somerset, as measured by the proportion of residents cycling to work, is the same as the national average at 2.8%, but slightly lower than the regional average of 3.4%.<sup>63</sup> Adjoining districts such as Sedgemoor (4.5%) and Taunton Deane (6.3%) have higher proportions of people cycling to work; although Mendip is slightly lower (2.2%).

6.55 National Routes 26, 30 and 33 of the National Cycle Network travel through South Somerset. There are other regional and local routes, but the cycle network does suffer from a lack of connectivity in many places.<sup>64</sup>

6.56 In Yeovil, there is an existing East-West off road cycle link from Pen Mill Station through the Country Park and via Lysander Road up to Asda. Initial work on the County Council's emerging 'Network Development plan' for cycling in Yeovil has identified gaps in the cycle network. These deficiencies are also illustrated in Moving Somerset Forward's Cycle map for Yeovil. Some of the key cycling issues and potential opportunities in Yeovil are:

- The lack of a dedicated cycling link between National Routes 26 and 30 and the Yeovil cycle network.
- Lack of a direct cycling route to the town centre from the east/north east of town, including the recent Wyndham Park development and the North East SUE.
- A need for an improved crossing of the A30 (see Yeovil Eastern Corridor below).
- The absence of designated cycle route to Yeovil Junction rail station.
- Lack of a direct route east-west along the Preston Road corridor to serve the College, schools or Hospital.
- A general need to join up cycle ways and quiet streets as opportunities arise.

## Car parking

6.57 The South Somerset Car Parking Strategy Review (2013) highlights the key car parking issues at each of the main settlements, informed by existing use and capacity, along with future demand projections. Currently (as at 2012), there is a small lack of car parking capacity at Somerton, Ilchester, Stoke-sub-Hamdon (in evenings), and short stay parking in Yeovil.

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<sup>60</sup> DfT: <https://www.gov.uk/government/collections/bus-statistics>

<sup>61</sup> DfT traffic count data.

<sup>62</sup> Ibid.

<sup>63</sup> Proportion of working residents (16-74) cycling to work, Census 2011.

<sup>64</sup> <http://www.movingsomersetforward.co.uk/cycle-maps>

## Planned Infrastructure Improvements and Additional Future Requirements

6.58 This section gives an outline of the strategic transport infrastructure projects that are already set out in existing strategies or proposals (in the Local Plan and/or development management process). It also highlights where additional transport infrastructure will be required in order to deliver the development proposed in the Local Plan.

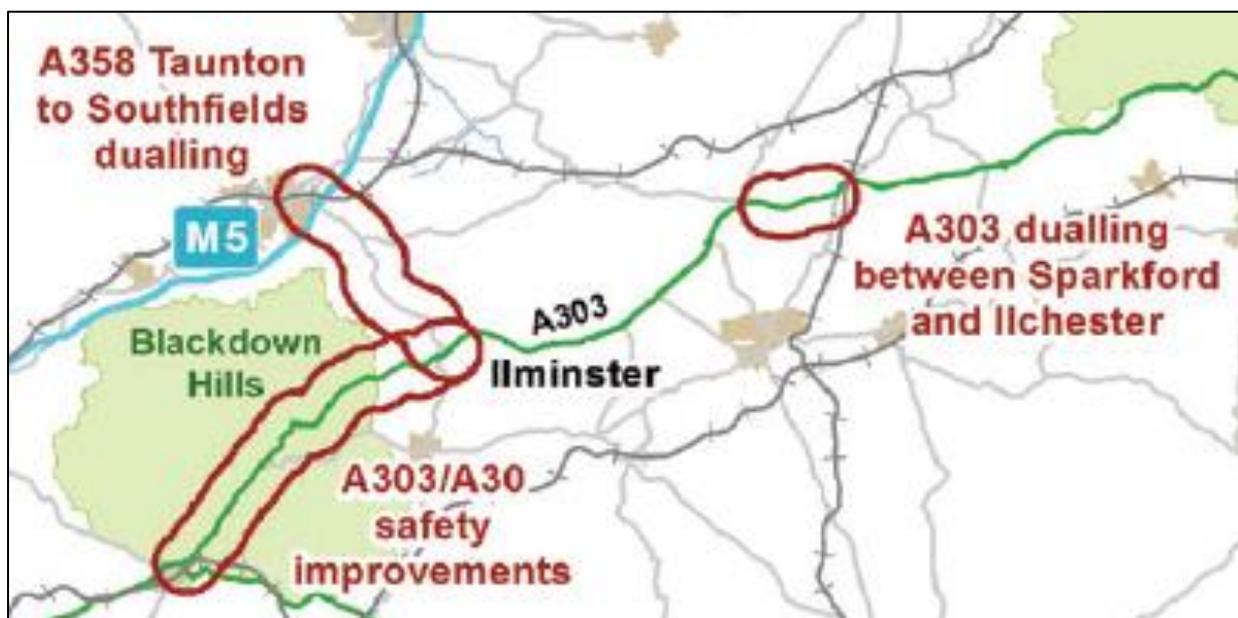
### Roads

6.59 This section sets out the known highway infrastructure works scheduled in South Somerset, which includes: creating new junctions, improving junction capacity, and new road schemes.

6.60 At a national level, the Government's Road Investment Strategy<sup>65</sup> includes three schemes within South Somerset:

- Dualling the 3 mile single carriageway section of the A303 between Sparkford and Ilchester, expected to cost £100-250m, and start by 2019/20.
- Dualling the A358 from Southfields to the M5 at Taunton, expected to cost £250-500m, and start by 2019/20.
- Funding for smaller-scale improvements to the A303/A30 section between Southfields and Honiton.

Figure 6.11: Map extract from the Road Investment Strategy



6.61 In 2012, the Highways Agency (now Highways England) announced that an improvement scheme at Cartgate roundabout would be delivered as part of the pinch point programme. However, in light of the Road Investment Strategy, the Cartgate scheme has been removed from the pinch point programme. Highways England will now re-examine the issues at this junction with a view to exploring and evaluating

<sup>65</sup> Road Investment Strategy: Investment Plan, DfT, 2014.

solutions. The Council maintains that the improvements to the Cartgate roundabout, incorporating slip-roads to and from the A303 and the A3088, are necessary to unlock additional capacity on the main gateway into Yeovil.

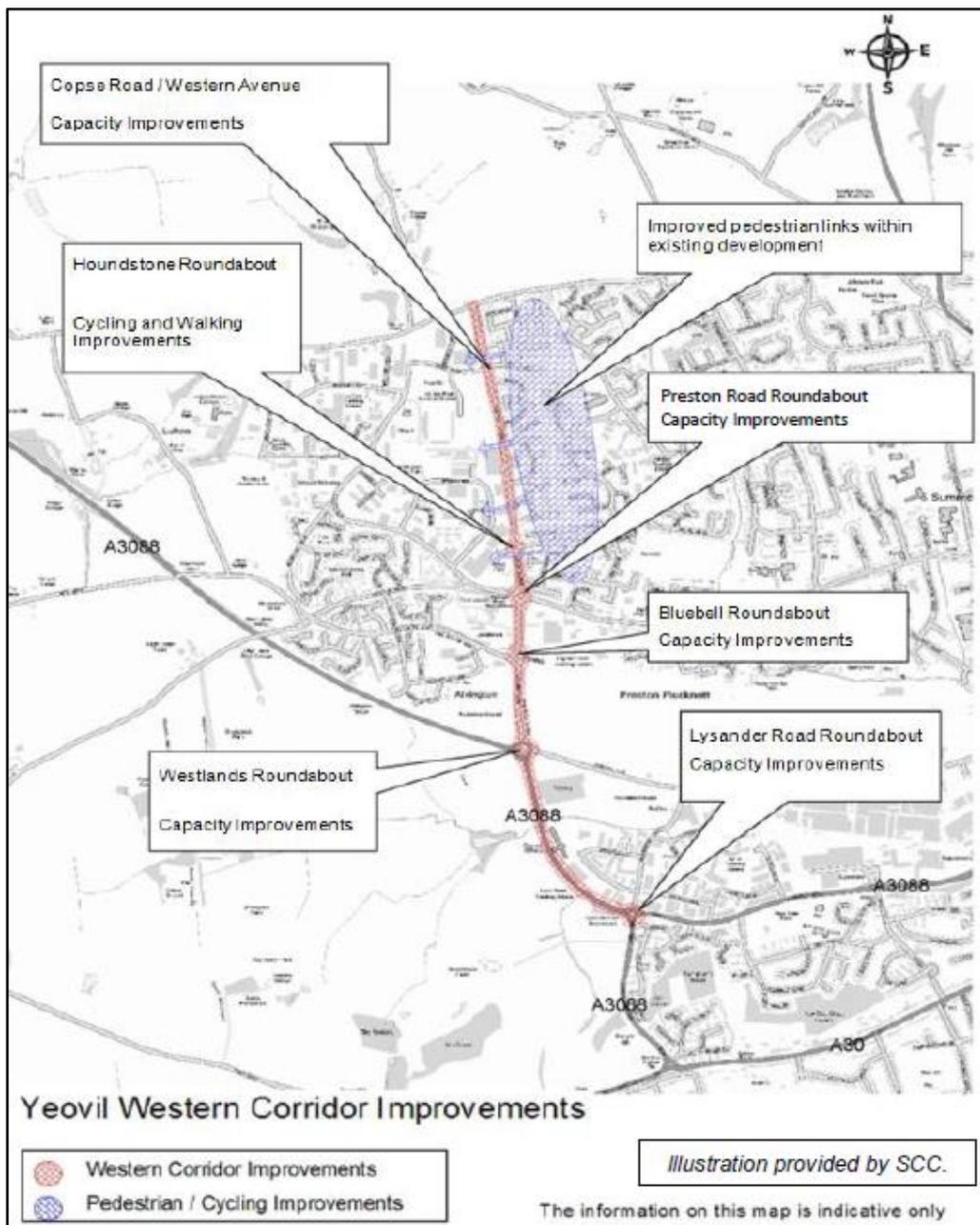
- 6.62 With regards to another major scheme on the strategic road network in the vicinity of South Somerset, SCC has been working the Heart of the South West Local Enterprise Partnership (HoSW LEP) to secure funding through the Local Growth Fund for improvements to Junction 25 of the M5. The improvements will increase capacity at the junction, reducing congestion and improving access to the motorway both from South Somerset and Taunton Deane where it is located. SCC is working closely with Highways England to bring forward these improvements so that they are appropriately considered during the development of the A358 improvement scheme. It is anticipated that improvement works to Junction 25 will be completed by 2019.
- 6.63 At a local level, SCC as the highways authority secure highways schemes, but generally the developer builds them at their expense – often, SCC simply supervise and ensure the schemes are built satisfactorily. There are a number of committed and proposed highways schemes across the district, related to additional development, assisting in sustainable travel or covering safety issues.
- 6.64 The **Yeovil Western Corridor** is a major transport scheme (costing approximately £11m in total) benefitting from £6.49m of funding from the HoSW Local Transport Board.<sup>66</sup> It will deliver improvements along the A3088 (Western Relief Road), Bunford Lane, and Western Avenue, as shown on figure 6.12 below. These highway improvements should accommodate the growth on the local transport network including the residential developments at Brimsmore and Lufton; and Bunford Park and Lufton employment sites. The scheme will improve journey times, reduce congestion and provide safer links for pedestrians and cyclists. Construction is due to begin in 2016. An overview of the improvements is shown on the map below, with detailed drawings available on the SCC website.<sup>67</sup>

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<sup>66</sup> <http://www.somerset.gov.uk/policies-and-plans/schemes-and-initiatives/yeovil-western-corridor/>

<sup>67</sup> Ibid.

Figure 6.12: Overview of Yeovil Western Corridor improvements<sup>68</sup>

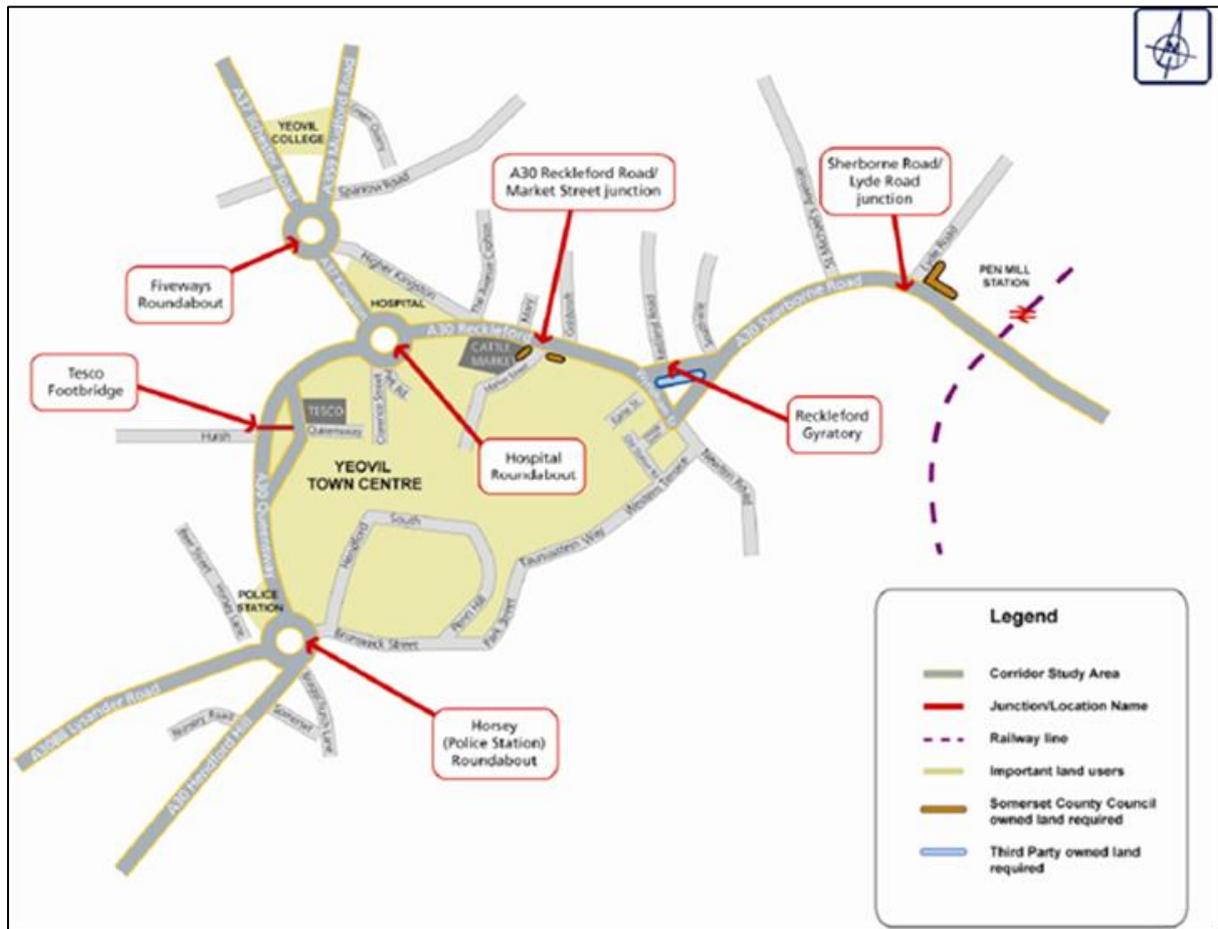


6.65 The **Yeovil Eastern Corridor** is a scheme<sup>69</sup> that proposes several improvements through the town centre and eastwards, highlighted on the following map.

<sup>68</sup> Map from Yeovil Western Corridor Business Case – Economic Assessment Report, April 2014.

<sup>69</sup> Originally arising from the Yeovil Eastern Corridor Study, 2006.

Figure 6.13: Overview of Yeovil Eastern Corridor improvements



- 6.66 The Reckleford Gyratory was delivered in 2010, jointly funded by SSDC, Yeovil Town Council and SCC. Preliminary works have been carried out on the Sherborne Road/Lyde Road junction.
- 6.67 In 2012, the DfT granted funding of £3.06m to SCC for the delivery of the other elements of the Yeovil Eastern Corridor, which has enabled the remaining proposals to be considered further. This has involved a reassessment of traffic impacts utilising the latest Yeovil Traffic Model, which has been updated since the original Yeovil Eastern Corridor study was undertaken. The reassessment of traffic impacts indicated that the proposals contained within the original Eastern Corridor study report may not be the most appropriate and indeed may not meet the project aims. This resulted in the proposals for Horsey, Hospital and Fiveways roundabouts, and Tesco footbridge being amended (see figure 6.14).

**Figure 6.14: Amended proposals for the Yeovil Eastern Corridor**

YEC Junction proposal	Outcome of reassessment
Horsey Roundabout (delivered late 2015/early 2016)	<ul style="list-style-type: none"> <li>• Reconfiguration of existing roundabout.</li> <li>• Replacement toucan crossing on Lysander Road.</li> <li>• Pedestrian and cycle facilities on the south west and south east corners of Horsey roundabout including the provision of a toucan crossing on Hendford Hill.</li> <li>• Conversion of existing mini roundabout on Brunswick Street to a signal controlled junction incorporating toucan crossing.</li> </ul>
Hospital Roundabout	<ul style="list-style-type: none"> <li>• Reconfiguration of the existing roundabout with an enlarged central island, and reduction in circulatory lanes to two.</li> <li>• Reconfiguration of Queensway approach to provide segregated left turn lane and two approach lanes, one straight ahead and the second straight ahead and right.</li> <li>• Reconfiguration of Kingston approach, removal of Bus Lane, creation of segregated left turn, one straight ahead and right and one right turn.</li> <li>• Reconfiguration of Reckleford approach, creation of segregated left turn lane, and two approach lanes, one straight ahead and right and the second right turn.</li> <li>• Reconfiguration of Kingston exit to a dedicated exit lane from Queensway and a two-lane exit from the roundabout merging to one lane after 30m.</li> <li>• Reconfiguration of Reckleford exit to a dedicated exit lane from Kingston and a two-lane exit from the roundabout merging to one lane after 35m.</li> <li>• Reconfiguration of Park Road exit to a dedicated exit lane from A30 Reckleford and a one-lane exit from the roundabout.</li> </ul>
Fiveways Roundabout	<ul style="list-style-type: none"> <li>• The reappraisal of this junction has concluded that the original proposal for a signalised roundabout would not meet the project aims. A number of alternative junction layouts have been tested and to date a preferred solution which meets the aims of the project has not been identified. Further work on option testing is on-going and further pedestrian origin and destination surveys are being undertaken to identify the critical pedestrian desire lines around this junction.</li> </ul>
Tesco footbridge replaced with at grade signalised crossing	<ul style="list-style-type: none"> <li>• It is considered more appropriate to provide improved grade separated facilities at this junction and subway crossings adjacent to the Hospital Roundabout. A potential improved footbridge is on hold pending decisions about town centre schemes, including Market Street junction.</li> </ul>

6.68 The Yeovil Eastern Corridor is being delivered incrementally, with Horsey Roundabout being delivered in late 2015/early 2016, and Hospital Roundabout scheduled to commence in early 2016. The delivery of the A30 Market Street junction improvement is identified as a smaller scheme to tackle pinch-points and congestion, is largely dependent on nearby development proposals coming forwards,

and is timetabled for Tranche 2 (2016/17 and 2017/18) of the LEP Growth Deal submitted to the Government.<sup>70</sup>

- 6.69 Improvements to two other junctions are proposed to help mitigate the impact of development in the town, particularly at Wyndham Park, with the creation of a mini roundabout at the Combe Street Lane/Mudford Road junction and improvements at the Lyde Road/Mudford Road junction.
- 6.70 The traffic modelling evidence that was undertaken for the two **Yeovil Sustainable Urban Extensions** indicate a single access point off of the A359 for the North East Sustainable Urban Extension (SUE), and two accesses for the South Yeovil SUE (one off Keyford roundabout and the second from Little Tarrat Lane). These access arrangements are reflected in the planning applications, which also propose walking, cycling and public transport links within the sites and to surrounding areas.<sup>71</sup>
- 6.71 The **Chard Regeneration Framework** (2010) was underpinned by a detailed Strategic Transport Assessment Report (STAR), including transport modelling to test the housing and employment growth proposals. The limited capacity of Chard's central (Convent Link) junction is identified as a key inhibitor to significant development in the town. The delivery of an alternative 'orbital' road route north to south between the A358 north, A30 and A358 south through the proposed Chard Eastern Development Area is identified to address this issue, to be delivered in phases alongside new development. The delivery of the 'Millfield Link' is particularly crucial, and is identified as a major transport scheme in Tranche 2 (2016/17 and 2017/18) of the LEP Growth Deal submitted to the Government.<sup>72</sup>
- 6.72 Delivery of the major road infrastructure set out in the Chard Regeneration Framework is subject to concerns stemming from the viability of residential development to fund the proposed upgrades. The Council is aware that some sites in Chard are only marginally viable, which may place more emphasis on an incremental approach to funding and delivering the road improvements. As such, pragmatic decisions will be required on which sections of infrastructure should be prioritised and delivered to ensure progress occurs, but which also avoids creating an undue burden on development and acts as a barrier to any development occurring in the town. Decisions will be reached via the Chard Regeneration Board within the context of the comprehensive approach to growth and infrastructure provision set out in the aims of the Chard Regeneration Framework.
- 6.73 The STAR also encourages sustainable travel, through proposals for a 'hub and spoke' approach to walking and cycling routes to provide permeability across the town; creation of a central hub for public transport along with enhanced bus service frequencies and service diversions; whilst also considering the potential to re-open Chard Junction railway station.
- 6.74 A significant road scheme (yet to begin construction) is proposed at **Crewkerne** as part of the site allocated in the Local Plan (2006 – 2028). The scheme would provide

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<sup>70</sup> Heart of the South West LEP Growth Deal 2015/16, submitted to Government 31<sup>st</sup> March 2014.

<sup>71</sup> Proposals 14/02554/OUT (North East SUE) and 15/01000/OUT (South SUE) are both pending a decision at the time of writing.

<sup>72</sup> Heart of the South West LEP Growth Deal 2015/16, submitted to Government 31<sup>st</sup> March 2014.

a link between the A30 and A356 to the east of the settlement. The policy intention is that the improvements will be provided by the developer in delivering the housing and employment development at the site.

- 6.75 A scheme on the site has outline planning permission<sup>73</sup> but it is currently subject to a revised application for part of the site to amend the ratio of residential and employment uses.<sup>74</sup> As part of the proposed revision there are concerns surrounding the viability of the site to support the cost of the proposed road. The 'middle' section of the road which would connect the proposed housing and employment development is estimated to cost £7.5m. The Council continues to maintain that the scheme can deliver the road improvements and a decision on the revised application is expected in 2016. If approved, the revised application will set out the planned timetable for the delivery of the new road.
- 6.76 Significant highways works will be required in order to deliver the large Local Plan employment land allocation (ME/ILMI/4) at Station Road, **Iminster**.<sup>75</sup> These include highways access from Station Road to the site, and improvements to Southfields roundabout.
- 6.77 At **Ansford/Castle Cary** the Local Plan (Policy LMT1) expects a road to be provided between Station Road and Torbay Road, in delivering the direction of growth for the settlement. A proposal for development in this location benefits from planning permission,<sup>76</sup> and the road should be delivered in the medium term prior to the completion of the development, funded by the developer.
- 6.78 In **Somerton**, the Local Plan housing allocation at Northfield Farm requires new junction arrangements to access the site on Bancombe Road and Langport Road. This benefits from an approved planning application,<sup>77</sup> and should be delivered by the developer when bringing the site forward.
- 6.79 These are the current strategic highways schemes that are necessary to facilitate growth identified in the Local Plan. However, specific evidence on highways issues and potential future highways enhancements to deliver Local Plan growth at the other settlements is currently lacking. It is recommended that further evidence is gathered on transport evidence bases, consistent with Planning Practice Guidance.<sup>78</sup>
- 6.80 The concerns from Devon County Council regarding growth at Chard impacting on traffic in Axminster are noted (see paragraph 6.32). However, SSDC currently considers that the scale of the impact from development at Chard does not justify the diversion of contributions to Axminster, particularly with regards to the planning obligations tests.<sup>79</sup>

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<sup>73</sup> Outline application 05/00661/OUT has been approved.

<sup>74</sup> Application 14/02141/OUT is currently pending a decision.

<sup>75</sup> As detailed in the outline application 09/0051/OUT, approved subject to S.106 in Sept 2010.

<sup>76</sup> Application 15/02347/OUT.

<sup>77</sup> Application 10/03704/FUL.

<sup>78</sup> Planning Practice Guidance ID:54: <http://planningguidance.planningportal.gov.uk/blog/guidance/transport-evidence-bases-in-plan-making/>

<sup>79</sup> NPPF, para 204.

## Rail

- 6.81 Rail infrastructure improvements could include additional track, station enhancements, new stations, additional trains.
- 6.82 The **Wessex Route Study** (August 2015) recognises the projected growth along the line (in section 3.5) and the opportunities for enhancing the diversionary capabilities of the HoW and WoE lines, with possible alterations to infrastructure at Castle Cary, Chard, and Yeovil (Junction and Pen Mill). Similarly there's reference to improving connectivity between the WoE and HoW (albeit at off-peak) and the inclusion of this for assessment within the Western Route study. The diversionary route between Castle Cary and Exeter via Yeovil Junction is listed as a potential Control Period 6 (2019-24) scheme, as are the potential for reinstating Platform 3 at Yeovil Junction and line speed improvements. The option for a dynamic passing loop between Chard Junction and Crewkerne is included. Similarly, in the longer term (2043) the South Chord connection between the HoW and WoE at Yeovil is listed.
- 6.83 The **Western Route Study** (August 2015) includes a clear recognition of the diversionary/resilience needs for the wider south west network, through improving connectivity across the Western and Wessex routes. This study advocates increasing frequency between Bristol and Weymouth to 1 train per hour by 2043 to accommodate forecast rail passenger demand.
- 6.84 The options discussed in these two route studies are subject to further work but, if finally approved, these potential enhancements would considerably improve rail connectivity in the district.
- 6.85 The potential to re-open Chard Junction train station has been considered in the past, and it remains an option to consider. Any reopening would need to be justified by robust evidence, including a business case that meets Network Rail's criteria (Local Plan policy TA2). There is currently a lack of detailed evidence to justify protecting land for this purpose, but Network Rail are currently considering options to deliver capacity to meet new developments to the east of Exeter and should reinstating Chard Junction prove more cost effective than infrastructure improvements at Axminster then this is likely to reinforce any business case.
- 6.86 There have been discussions in the past about the provision of an off-road walking/cycling route to Yeovil Junction train station from the town centre – this remains an aspiration of the Council.
- 6.87 Consultation with Great Western Railway (GWR) has highlighted that the car park at Castle Cary train station is currently operating at capacity and impeding passenger growth at the station. There is a proposal to extend the car park to address this issue, with a scheme estimated to cost around £800,000. GWR have submitted a bid to the Heart of the South West LEP to contribute some funding towards this.
- 6.88 The latest draft timetable produced by South West Trains-Network Rail Alliance would, if approved by the DfT, provide improved services between Yeovil and Weymouth and London.

- 6.89 Network Rail's Route Utilisation Strategy (RUS) for Electrification includes options for the future electrification of both the Reading-Plymouth (via Castle Cary) and Basingstoke – Exeter (via Yeovil Junction). There is also a proposal to electrify the diversionary route between Castle Cary and Exeter St Davids via Yeovil Junction following completion of Reading to Plymouth and Basingstoke to Exeter sections. The RUS for electrification is due to be refreshed in 2016 and this will outline the priorities for future electrification from 2019.
- 6.90 The **Summer Budget 2015** includes reference to a new round of the New Stations Fund that will consider any local proposals for a new station between Castle Cary and Taunton.<sup>80</sup> Although SSDC are supportive of new rail infrastructure, it is important to note that a great deal of work is required before a potential new station would be considered a realistic prospect. Local Plan Policy TA2 states that the Council will encourage passenger rail facilities where there is robust evidence.

## Bus

- 6.91 Additional bus infrastructure can include new bus services, enhancements to existing services, or related infrastructure such as new bus stops or bus gates. It costs, depending on the route and 'spread over' times around £100,000 to £120,000 per annum per bus to run a bus service. It is generally cheaper to extend an existing service rather than provide a new one, although this should consider the impact upon overall journey times to ensure there is no reduction in patronage from existing customers. For this reason it is important to consider bus access in the design of new roads to enable journey times that are comparable with the car.
- 6.92 In all instances the levels of planning contributions that can be realistically delivered will proportionately affect the ability to offer earlier or later journeys and/or increased frequencies. Striking the right balance proportionate to the scale of the development to enable a good quality service with travel incentives (to use the bus) to encourage bus use and an early commencement of the service can over a period deliver commercially viable bus routes. Some operators have also suggested recognising the developer's part in enabling a bus service through branding on vehicles or literature.

## Yeovil

- 6.93 The **Wyndham Park** development in Yeovil, which is currently being built out, includes a funding contribution of £200,000 towards the provision of bus services; and £175,000 towards sustainable travel incentives have been received by SCC. Proposals have been received from two bus operators for extending existing routes to serve this site, but there are issues with buses accessing the development constructed to date, and options to address this are currently being considered by the highway authority.
- 6.94 Proposals for providing services to both the **Wyndham Park** development and the **North East Yeovil SUE** have been received from two local bus operators. In each case this would involve the deviation of an existing route, so it will be importance to

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[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/443232/50325\\_Summer\\_Budget\\_15\\_Web\\_Accessible.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443232/50325_Summer_Budget_15_Web_Accessible.pdf)

ensure that the design incorporates easy access for buses. These proposals are currently being considered by Transporting Somerset (the public transport unit at SCC). Given the commercial sensitivity of what are competing options it is not possible to include full details and costings at this time.

- 6.95 Three local bus operators have submitted proposals for the **South Yeovil SUE**, two of which would involve deviating existing routes that currently run alongside the site and could be complementary. The other proposal is for a bespoke service – again these options will need to be considered by Transporting Somerset.
- 6.96 Three alternatives have been received for serving the **Brimsmore Key Site** (at the early stages of being built) from two operators, with a third indicating that realigning another route nearby could be feasible. Infrastructure that could enhance bus service provision at this site include:
- Upgrading the proposed cycleway link from the Vagg Road cross roads to a bus gate/access point would enable an existing route to serve the site with no additional journey time;
  - Provision of a pedestrian access and bus stop on the Tintinhull road, which would serve the North and East of the development;
  - The West and South of the development could be served by one of the other operators extending an existing route;
  - Ensuring that the roundabout on the distributor road can accommodate 12m length vehicles in one sweep.
- 6.97 The **Lufton Key Site** (at the early stages of being built) would automatically be served by an existing service (number 81), following the proposed realignment of New Road. Other potential enhancements could include increasing the number of bus stops to ensure households are within 400m of one, and include ‘short workings’ on this bus route from this development and the town centre and/or nearby employment sites.
- 6.98 The Local Plan aspires to a sustainable transport interchange within the town, with Policy TA3 seeking contributions towards its delivery. At the time of writing, there is a lack of a specific scheme, so further work would be required to take forward this aspiration.

## **Chard**

- 6.99 No proposals have as yet been received in for enhancing services to or within Chard. The Chard Strategic Transport Appraisal Report recognised that a bespoke bus service within Chard is unlikely to be commercially viable, although there is potential for increasing the frequency of services to neighbouring towns and improving bus access within Chard by appropriate routing.<sup>81</sup> The study suggests doubling, although the level of frequency is likely to be determined by the ability of new development to fund the additional number of vehicles that would be required.
- 6.100 As in Yeovil, the Local Plan aspires to the creation of a sustainable transport interchange in the town (Policy TA3).

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<sup>81</sup> Chard Strategic Transport Appraisal Report, 2010.

## Crewkerne

6.101 A bus operator has suggested a bespoke service linking the new development with Crewkerne town centre and to Yeovil (including the Yeovil employment areas) is possible. However this would require pump priming and it would need to ensure that there was no abstraction from the two existing routes serving Crewkerne.

## Wincanton

6.102 As for Chard, a bespoke town service is unlikely to be viable. One option could be to split the number 58 so that it operates every two hours via West Hill and every two hours via Morrisons. That could serve the West Hill and Verrington Hospital area better and deliver a better local service for the town.

6.103 Improvements to a rural transport interchange are moving forward as part a pilot scheme<sup>82</sup> to improve connectivity between Community Transport and conventional local bus services. On-going work includes developing better access to information as part of a pilot scheme. It is anticipated that this will progress following SCC's successful £305,000 bid for funding to the DfT's Total Transport Pilot Fund. A development contribution from the New Barns housing development contributes to a 'Ring & Ride' service operated by South Somerset Community Accessible Transport to serve the site. SCC are producing a developer funded sustainable travel information booklet for each dwelling at the Deansley Way development, with an accompanying Green Travel Voucher for each resident.

## Cycling

6.104 Enhancements to cycle infrastructure can include works such as improvements to existing cycle routes and the creation of new routes.

## Yeovil

6.105 Improvements scheduled in the imminent **Yeovil Western Corridor** enhancements will extend the existing East-West cycle route (Pen Mill Station through the Country Park and via Lysander Road to the Westland's Roundabout) through to Western Avenue, Lufton Avenue and Stourton Way. The Lufton and Brimsmore Key Sites, plus the Bunford employment allocation will benefit from the pedestrian and cycle improvements to be delivered along this corridor.

6.106 The **Yeovil Eastern Corridor** work will ease the issue of crossing the A30 for pedestrians and cyclists through the provision of Toucan crossings at Horsey Roundabout (on A30 and A3088). This will improve links to the town centre and access to the east-west cycle way adjacent to Goldenstones leisure centre. Likewise work envisaged for the Fiveways roundabout will take account of the pedestrian desire lines around this junction. SCC is also planning further investment to the Tesco footbridge with options due to be finalised.

6.107 An initial study by SSDC indicates that a safe cycle route adjacent/along Lyde Road from Primrose Lane to Camborne Street (and then to Pen Mill Station to join up with the east-west link) is feasible. Indicative costs for this scheme are around £500,000. This option would greatly enhance the sustainable connectivity of the **North East**

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<sup>82</sup> SST Transport and Focus group.

**SUE and Wyndham Park** sites and also the existing developments to the west of Lyde Road. It would give safe cycling access to the town, the Country Park, Yeo Leisure Park as well as the employment sites to the west of the town. Similarly improvements to the existing Riverside/Country Park/Flushing Meadow walk to permit an off road leisure cycling route are equally thought feasible.

- 6.108 Sustrans have long sought the delivery of a safe cycling link from Dorchester Road through Southwoods to the East-West Pen Mill/Country Park/Western Avenue which would join up with the National Cycle Routes 26 and 30 – the **South Yeovil SUE** provides an opportunity to do this, as reflected in the pending application.<sup>83</sup> The possibility of a new footpath link across the Aldon Estate to link with the existing public footpath network to the Country Park and Nine Springs, is also reflected in this planning application.
- 6.109 There is a general need to join up cycle ways and quiet streets as opportunities arise to fill in the gaps. Somerset County Council's emerging 'Network Development Plan' for cycling in Yeovil and also address the lack of safe cycle routes to key destinations such as Yeovil Junction rail station, the College, District Hospital and schools.

## **Chard**

- 6.110 The Chard STAR advocates providing greater permeability for cyclists across the town that will also link to longer distance routes such as NCR 33 and Stop Line Way. The Stop Line Way<sup>84</sup> is a long distance walking and cycling path running from Weston-super-Mare to Seaton. The route forms part of the National Cycle Network (NCR 33) much of which is satisfactorily open and in use. The NCR 33 reaches the A30 just east of Tapstone Road and to the north of Chard utilises the old railway/canal line to provide an off-road cycle link to Ilminster.<sup>85</sup> Sustrans have proposals in place to extend the traffic free section from Chard south to Tatworth, initially following the old railway line. This would ease pressure on the convent link junction as advocated in the Chard STAR by enabling a modal shift to cycling for shorter commuter trips into and out of Chard. It is envisaged that this section through South Somerset should also cater for horse access.
- 6.111 Currently the route from Chard to Axminster is on road and described by Sustrans as temporary noting that "a temporary route through Chardstock has recently (Jan 2015) been signed as part of the Stop Line Way. The route in many places is indeed temporary or interim, but the resources to push ahead with the route as originally conceived are not there at present."<sup>86</sup>

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<sup>83</sup> Planning application 15/01000/OUT, Design and Access Statement.

<sup>84</sup> The Sustrans project was named after the World War II stop line, which was one of a number of British lines of defence against a Nazi invasion.

<sup>85</sup> A protection order for the traffic free section is currently being worked on.

<sup>86</sup> [www.sustrans.org.uk](http://www.sustrans.org.uk) – Route 33 – Route Development.

**Figure 6.15: Proposed Sustrans route in Chard<sup>87</sup>**



### **Car parking**

- 6.112 Improvements in car parking infrastructure can include the provision of additional capacity by extending existing car parks or building new car parks. Management solutions, rather than new infrastructure, can address capacity issues; for example changing spaces from short stay to long stay (or vice versa).
- 6.113 Projections indicate capacity issues at some settlements that may need addressing through new infrastructure.<sup>88</sup> At Yeovil, there is projected to be a small shortfall in short stay parking provision at peak times on a Saturday in 2018, getting larger by 2023. A shortage of parking in the vicinity of the hospital is highlighted as a particular issue, although this should be addressed by the construction of a multi-storey car park at the hospital. Improved management of car parks in the town is advocated to address these capacity issues, but the need for additional car parking provision will be explored if management arrangements do not address capacity towards the latter period of the 10 year horizon (year 2023).
- 6.114 A review of management options to address capacity issues are suggested for most settlements, but there are several other settlements (Chard following delivery of the Regeneration Scheme, Ilchester, Somerton and Wincanton) where the strategy includes actions to investigate additional car park capacity. At the time of writing, a planning application to demolish the old surgery building and replace with additional car parking in Somerton is pending a decision. In general, for reasons such as internet shopping, lingering impacts of the recession and higher fuel prices, demand may not be as substantial as forecast; so the emphasis will be on managing car parks rather than simply increasing capacity.

### **Conclusion**

- 6.115 The provision of transport infrastructure is a complex area, with a range of policy documents, issues and responsibilities. The Local Plan ensures that transport issues

<sup>87</sup> Extracted from Figure 4-3, Chard Strategic Transport Appraisal Report.

<sup>88</sup> South Somerset Car Parking Strategy Review, 2013.

are adequately addressed by new development proposals, and encourages sustainable travel through a combination of infrastructure and demand management measures, particularly at Yeovil and Chard. As such, there are no significant transport infrastructure issues which would fundamentally undermine the delivery of the growth set out in the Local Plan. Growth can be delivered in accordance with the policy framework in order to balance growth with new transport infrastructure provision.

- 6.116 Detailed and up-to-date analysis of the local transport system in settlements outside of Yeovil and Chard is limited. The Council will be working with SCC and other relevant transport stakeholders to prepare further evidence, specifically a District-Wide Transport Strategy, to identify and inform future growth plans and infrastructure delivery.
- 6.117 Although the average daily flow of motor traffic at some key roads has not grown for several years, there are existing congestion problems at peak times in the main settlements of Yeovil, Chard, and Crewkerne; and also on the A303 and A358. Several road infrastructure schemes are proposed to address these issues, related to development proposed in the Local Plan. The Government has also announced plans to improve sections of the A303, A30 and A358 in the district (and beyond).
- 6.118 Rail travel has significantly increased in South Somerset, with all stations seeing a 50% or greater increase in passenger numbers over the last 10 years. Several potential enhancements are being discussed that could improve rail connectivity to ensure this growth continues. Challenges remain in terms of making stations located on the periphery of main towns more accessible, as well as facilitating successful interchange with other public transport. Enhancing the links to railway stations and the facilities at railway stations is essential over the medium to long term to ensure that they fully contribute to the economic future of South Somerset.
- 6.119 Coverage of bus services across the district is poor, reflecting the geographically dispersed population and settlement pattern. Connectivity between settlements via bus is extremely limited and longer distance journeys by bus suffer from poor journey times and limited frequency. This problem is compounded by the fact that passenger use of bus services is lower than anywhere in the county and region, and usage continues to fall. Within the main settlements, proposals to enhance existing services are being considered in delivering the Local Plan growth strategy. It is important that new development is designed to enable easy access by bus services.
- 6.120 There are several national and local cycle routes travelling across the district, but the network does suffer from a lack of connectivity in places. Enhancements to cycle infrastructure in Yeovil in particular are proposed.
- 6.121 Car parks are available in all of the main settlements – it is projected that several settlements will suffer from a lack of capacity in the future; although it is likely that management options can be used rather than creating additional capacity for the most part.

## 7. Flood risk and drainage

### Key messages

- Flood risk is a key issue in planning decisions, and infrastructure associated with managing flood risk is often required when delivering new development.
- The context for flood risk management is complex, with a wide range of legislation and strategies; and responsibilities shared amongst a number of organisations.
- New legislation means that all major development should incorporate Sustainable Drainage Systems (SuDS), unless demonstrated to be inappropriate.
- A Developer Guide has been jointly prepared by several local authorities that provides guidance on delivering SuDS.
- The main river catchment covering most of South Somerset is the River Parrett and its tributaries (including the Yeo, Isle and Cary).
- The Local Plan directs future development to areas of low fluvial flood risk, but there are existing issues at most of the main settlements, particularly in relation to surface water flooding.
- Further study work into surface water flooding is proposed to be undertaken at Yeovil, Ilminster, and Somerton.
- Specific flood risk infrastructure is required to deliver new employment land at Ilminster and Langport/Huish Episcopi.
- Appropriate infrastructure should be incorporated into the Yeovil Sustainable Urban Extensions; with suggested improvements at many of the other settlements depending on the location of development.

### Definition

- 7.1 This study considers the infrastructure associated with flood risk management, including defence schemes and other works to minimise the risk of flooding.

### Statutory and Policy context

- 7.2 National policy and guidance states that planning should take full account of flood risk, by directing development away from areas at highest risk, and making development safe without increasing flood risk elsewhere.<sup>89</sup> The recommendations from the 'Pitt Review' following floods across the UK in 2007 resulted in new legislation in the Flood and Water Management Act 2010, which sought to provide for better, more comprehensive management of flood risk. From April 2015, all major development should ensure that sustainable drainage systems (SuDS) are put in place, unless demonstrated to be inappropriate.<sup>90</sup> Flood risk and drainage issues also incorporate

<sup>89</sup> National Planning Policy Framework, para 100; Planning Practice Guidance ID: 7.

<sup>90</sup> Sustainable Drainage Systems – Eric Pickles Written Statement to Parliament, 18 December 2014.

the need to improve water quality, under standards set down by the EU Water Framework Directive.

7.3 The context for flood risk management is complex, with a wide range of legislation and strategies; and responsibilities shared amongst a number of organisations. Part of the reason for this is due to the different ‘types’ of flooding which can arise, from ‘main’ rivers, ordinary watercourses, reservoirs, surface water, sewer, and groundwater. The various bodies which have powers and duties in relation to flooding in South Somerset are set out in figure 7.1 below:

**Figure 7.1: Flood Risk Management Authorities in South Somerset<sup>91</sup>**

Flood Risk Management Authority	Role
The Environment Agency	Manages flooding from ‘main’ rivers <sup>92</sup> (see figure 7.2) and reservoirs; and maintains a strategic overview role for all forms of flooding.
Somerset County Council	The Lead Local Flood Authority and manages flooding from local sources, i.e. surface water, groundwater and ordinary watercourses. It also has powers to undertake flood risk management work in relation to surface water and groundwater.  Also the Highway Authority with responsibility for ensuring that water which falls on the highway can drain away effectively.
The Parrett Internal Drainage Board	Manages water levels and provide routine maintenance on low lying areas in the River Parrett catchment. The IDB also deal with local flooding and drainage issues in the parts of the district within their area. <sup>93</sup>
Somerset County Council and South Somerset District Council	Have permissive powers to undertake flood risk management work to ordinary watercourses (outside of Internal Drainage Board areas).  Work collectively on Emergency Planning through the Civil Contingencies Partnership.  As the Local Planning Authority, responsible for ensuring new development is directed away from areas of high flood risk, and making development safe without increasing flood risk elsewhere.
Wessex Water and South West Water <sup>94</sup>	Responsible for managing sewer flooding in the district, as sewerage undertakers.
Highways Agency <sup>95</sup>	Responsible for managing flooding on the A303.

<sup>91</sup> This table was adapted from the Somerset Local Flood Risk Management Strategy, 2014.

<sup>92</sup> ‘Main rivers’ are usually larger streams and rivers, as decided by the Department for Environment, Food and Rural Affairs (DEFRA).

<sup>93</sup> The area covered by the Parrett IDB can be seen here: <http://www.somersetdrainageboards.gov.uk/media/ZZ-Parrett-Parishes-V3-with-links.pdf>

<sup>94</sup> South West Water is the sewerage company for a small, rural area in the south west of the district.

<sup>95</sup> The Highways Agency is not a ‘Flood Risk Management Authority’ but is included here due to its role in managing flooding on the A303.

- 7.4 In addition, the Somerset Rivers Authority (SRA) was launched in January 2015.<sup>96</sup> Although the roles of the organisations in the table above remain unchanged, the SRA will seek to fully co-ordinate their work to ensure flood risk management in Somerset benefits from their knowledge and experience. At the time of writing, the SRA has funding for the year 2015/16, and the Government has agreed a shadow precept ahead of the SRA becoming a precepting body in the future.<sup>97</sup>
- 7.5 The Environment Agency's role includes the preparation of a range of strategies relating to flood risk management. The EA have published a national strategy<sup>98</sup> that provides an overarching framework for tackling flooding in England. The key plans and strategies produced by the EA in relation to flooding issues in South Somerset are:
- **Parrett, North and Mid Somerset, East Devon, and Dorset Stour Catchment Flood Management Plans** – these four strategic planning documents (and subsequent revised action plans) give an overview of flood risk across their respective catchments, and establish policies to deliver sustainable flood risk for the long term.
  - **Draft Flood Risk Management Plan (SW river basin district)**<sup>99</sup> – joint plan prepared by the EA and Lead Local Flood Authorities, which sets out where and how to manage flood risk from all sources to provide most benefit to communities and the environment. The plan includes specific some actions to manage flood risk in South Somerset – as referenced in figure 7.4 below.
  - **River Basin Management Plan, South West River Basin District** – this plan describes the pressures facing the water environment and the actions that will address them, particularly in relation to water quality.
- 7.6 The following map shows the designated main rivers in South Somerset, which are primarily the role of Environment Agency to manage.

**Figure 7.2: Designated Main Rivers in South Somerset<sup>100</sup>**

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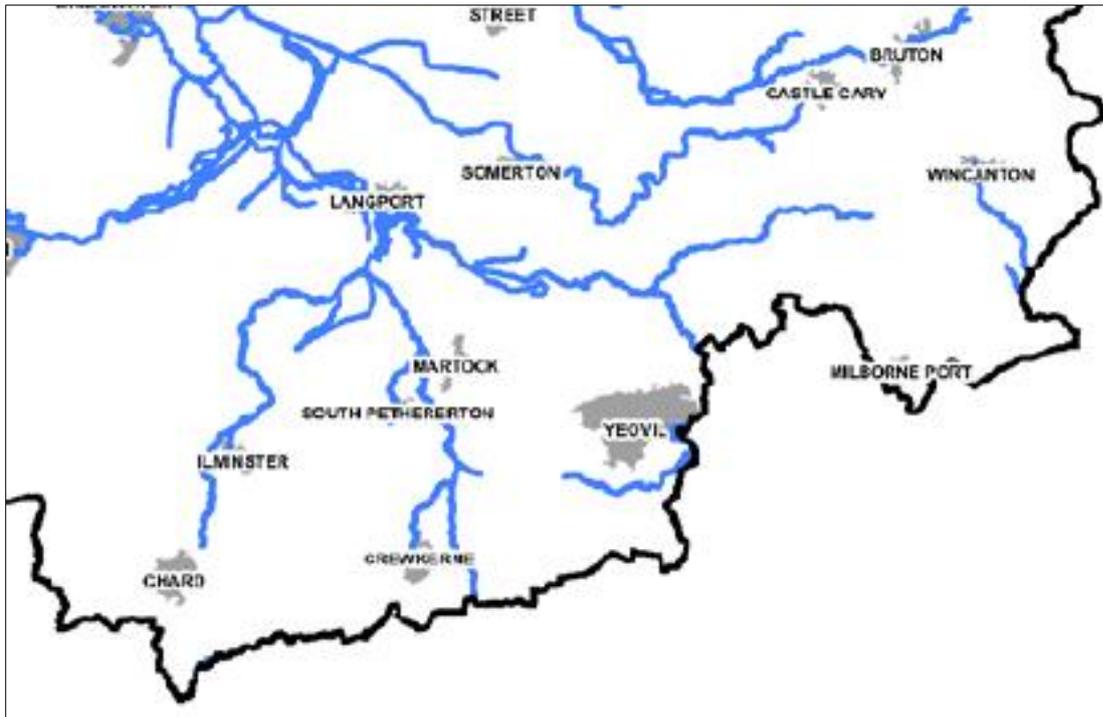
<sup>96</sup> See the SRA website at <http://www.somersetiversauthority.org.uk/>

<sup>97</sup> Provisional Local Government Finance Settlement 2016 to 2017 consultation, Dec 2015.

<sup>98</sup> The National Flood and Coastal Erosion risk management strategy for England, 2011.

<sup>99</sup> South West river basin district Consultation draft Flood Risk Management Plan, October 2014.

<sup>100</sup> Map adapted from Somerset Local Flood Risk Management Strategy, 2014.



- 7.7 As the Lead Local Flood Authority, Somerset County Council prepare the **Local Flood Risk Management Strategy** (published in February 2014<sup>101</sup>). This strategy focuses on limiting local flood risk from surface water, groundwater and ordinary watercourses, but also considers the interaction with ‘main’ river flooding. The guiding principle of the strategy is to manage flood risk through partnership working across Risk Management Authorities, businesses, community groups, the voluntary sector and local people.
- 7.8 From April 2015, local planning authorities will take on responsibility for the approval, adoption and maintenance of **Sustainable Drainage Systems** (SuDS) to ensure systems for the management of run-off are in place, unless demonstrated to be inappropriate.<sup>102</sup> When considering planning applications for major development (10 dwellings or more, or equivalent non-residential or mixed development), local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate; and ensure through the use of planning conditions or obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate. The **West of England Sustainable Drainage Developer Guide**<sup>103</sup> provides further detail on this issue.
- 7.9 Following the prolonged floods in Somerset over the winter of 2013 – 14, the **Somerset Levels and Moors Action Plan** was developed to inform a long-term sustainable future for the Somerset Levels and Moors.<sup>104</sup> This includes a series of actions relating to risk reduction (dredging and river management; land management;

<sup>101</sup> The Local Flood Risk Management Strategy should be reviewed at least every six years.

<sup>102</sup> Sustainable Drainage Systems – Eric Pickles Written Statement to Parliament, 18 December 2014.

<sup>103</sup> Produced by the local authorities BANES, Bristol CC, North Somerset Council, Somerset County Council, South Gloucestershire Council: [https://www.n-somerset.gov.uk/Environment/flooding/Documents/West%20of%20England%20sustainable%20drainage%20developer%20guide%20\(pdf\).pdf](https://www.n-somerset.gov.uk/Environment/flooding/Documents/West%20of%20England%20sustainable%20drainage%20developer%20guide%20(pdf).pdf) .

<sup>104</sup> The Somerset Levels and Moors Flood Action Plan, 2014.

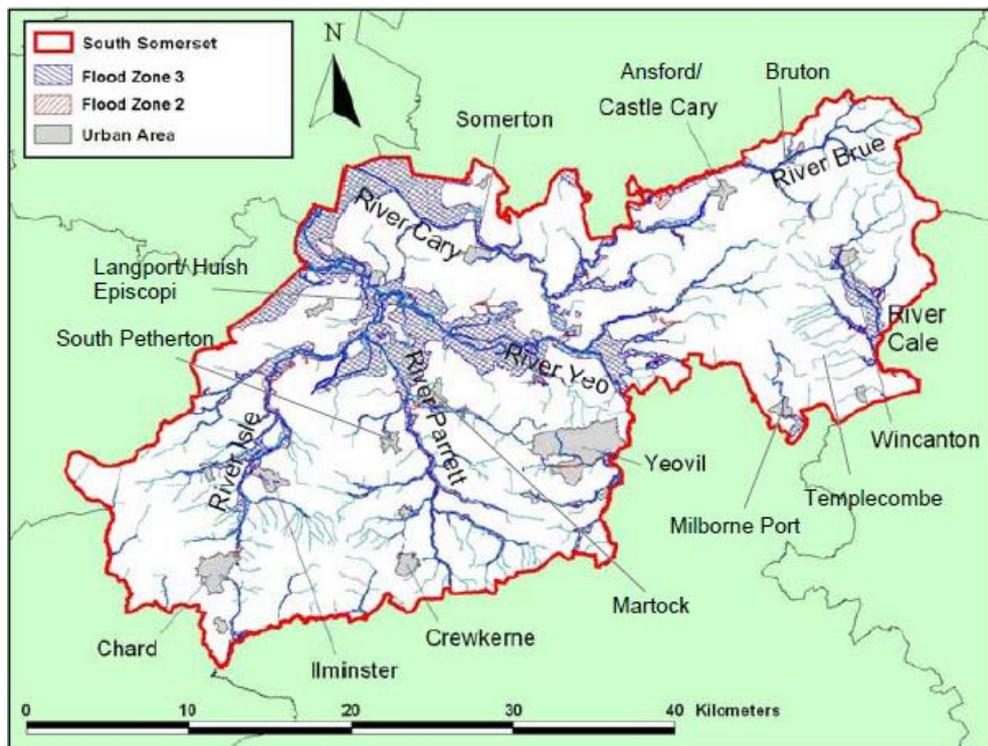
urban run-off) and mitigation (infrastructure resilience; building local resilience), as well as the creation of a Somerset Rivers Authority. Most of the actions are relatively generic, such as improving river maintenance, flood gates and signage, and alleviation to maintain water supply in a flooding event – the specific schemes identified in South Somerset are set referenced below. The SRA has also prepared a ‘**common works programme**’ (see figure 7.6) which covers flood risk management improvement schemes and maintenance works for all FRMAs in Somerset.

7.10 The strategy for new development set out in the **South Somerset Local Plan** seeks to avoid areas of medium-high flood risk, and promotes the use of SuDS in order to manage flood risk. The Local Plan was informed by a Strategic Flood Risk Assessment, which assessed flood risk from all sources across the district, identified those areas at risk, and how flood risk issues should be addressed. This informed the Local Plan strategy for locating new development and the approach to addressing flood risk issues in Local Plan Policy EQ1.

### Current issues and infrastructure provision

7.11 The main river catchment covering most of South Somerset is the River Parrett and its tributaries (including the Yeo, Isle and Cary). Other river catchments are the River Axe in the district’s western edge, and the Stour and Brue in the east. The following map shows the areas of medium (flood zone 2) and high (flood zone 3) flood risk in South Somerset. The River Parrett catchment does not have any major aquifers so groundwater flooding is not a major risk.<sup>105</sup>

**Figure 7.3: Flood Zones in South Somerset**



<sup>105</sup> Parrett Catchment Flood Management Plan, 2009.

7.12 The Strategic Flood Risk Assessment contains a high level review of formal flood defences, which identified raised embankments at Ilminster, Langport/Huish Episcopi, Martock, and South Petherton. The following table contains an overview of current flood risk issues at the main settlements, and current flood risk management infrastructure – given that this could encompass an enormous range of infrastructure (such as dams, culverts, ponds, permeable paving), only EA maintained infrastructure is included.

**Figure 7.4: Current key flood risk issues and flood risk management infrastructure<sup>106</sup>**

Settlement / Current flood risk issues	Current flood risk management infrastructure <sup>107</sup>
<p><b>Yeovil</b></p> <ul style="list-style-type: none"> <li>• Fluvial flooding on various small streams.</li> <li>• Majority of problems relate to surface water and sewer flooding, with many locations of highway flooding reported including the A30.</li> <li>• Small percentage (5%) of existing residential properties (1,090) at risk of surface water flooding<sup>108</sup> but limited records of actual flooding.</li> <li>• Road access into Yeovil from the A37 has been affected by flooding.</li> <li>• The A303 has been affected (e.g. flooding caused the closure of the A303 to the north of Yeovil in December 2013).</li> </ul>	<p>No EA maintained raised defences.<sup>109</sup></p>
<p><b>Chard</b></p> <ul style="list-style-type: none"> <li>• The settlement is at the head of two rivers, so fluvial flood risk in the town itself is not a significant issue.</li> <li>• Surface water flooding (447 residential properties at risk).</li> <li>• Property flooding incidents in Forton, Bath Street, Combe Street.</li> <li>• Various highway flooding incidents.</li> </ul>	<p>No EA maintained raised defences.</p>
<p><b>Crewkerne</b></p> <ul style="list-style-type: none"> <li>• Localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized.</li> <li>• 300 residential properties at risk of surface water flooding.</li> <li>• Some poor culverts in mixed ownership.</li> <li>• Highway flooding incidents in Cropmead, Lyewater and South Street.</li> <li>• Flood issues at Viney Brook, to the east of Crewkerne.</li> </ul>	<p>Trash/security screen at Lyewater. Culverted channels at Lyewater, Whitford Mill, Pople Well, North Street Trading Estate, Barley Yard to Redgate Park and Haymore Farm.</p>
<p><b>Ilminster</b></p> <ul style="list-style-type: none"> <li>• Localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized.</li> <li>• Sewer flooding.</li> <li>• 497 properties at risk of surface water flooding.</li> <li>• Fluvial risk associated with River Isle to west.</li> <li>• Various locations of highway flooding.</li> </ul>	<p>Flood Alleviation scheme upstream of Hort Bridge, consisting of a raised earth embankment and flood wall.</p>
<p><b>Wincanton</b></p> <ul style="list-style-type: none"> <li>• Fluvial flooding from the River Cale.</li> <li>• Highway flooding incidents in Market Place, Verrington Lane,</li> </ul>	<p>No EA maintained raised defences.</p>

<sup>106</sup> Issues identified from Parrett Catchment Flood Management Plan, 2009 and revised action plan 2011; North and Mid Somerset CFMP, 2012; Dorset Stour CFMP, 2012; South Somerset Strategic Flood Risk Assessment, 2008; Flood Map for Surface Water, Environment Agency; and IDP stakeholder responses.

<sup>107</sup> Maintained by the Environment Agency.

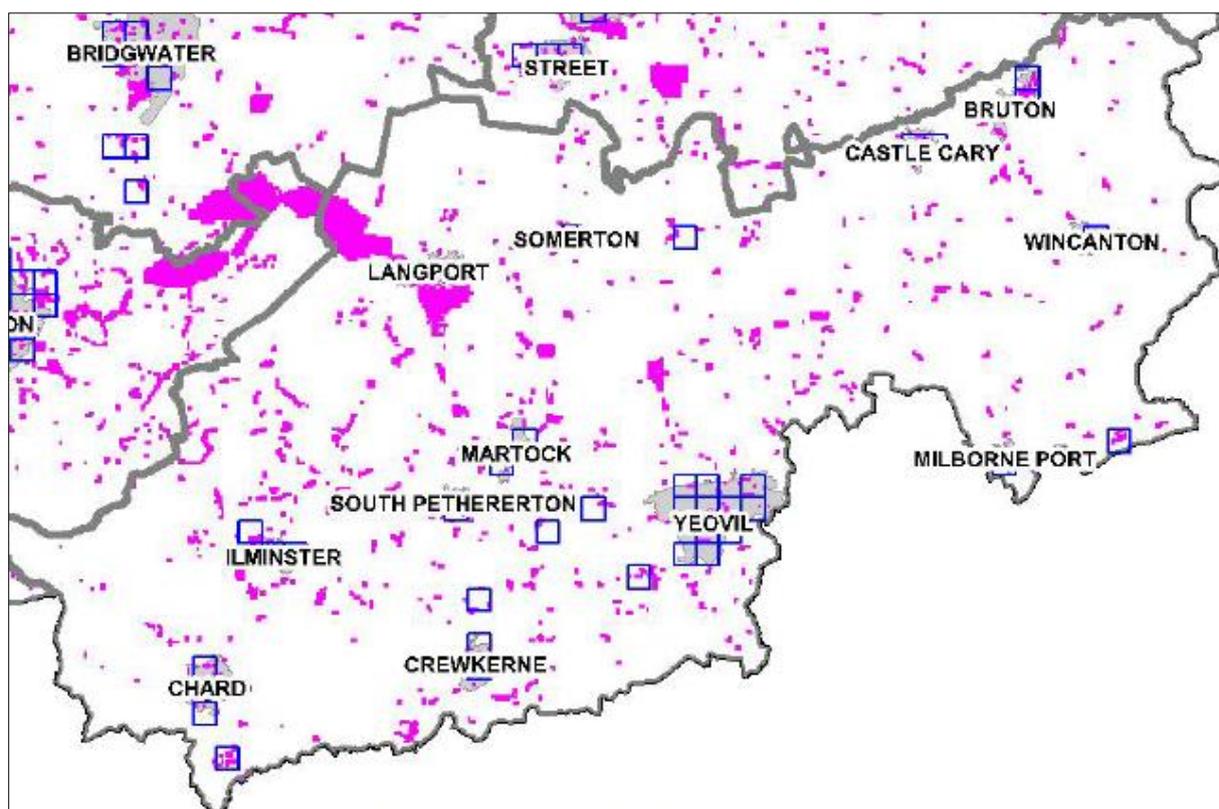
<sup>108</sup> Flood Map for Surface Water, Environment Agency.

<sup>109</sup> Although there are no EA maintained raised defences in Yeovil itself, EA defences are in place nearby upstream at Barwick and Stoford.

<p>Southgate Road and Thornwell Way.</p> <ul style="list-style-type: none"> <li>66 residential properties at risk of surface water flooding.</li> </ul>	
<p><b>Somerton</b></p> <ul style="list-style-type: none"> <li>Sewer flooding.</li> <li>Much of the surface water drainage system cannot cope with current conditions.</li> <li>Property flooding incidents in Northfield, Barley Croft, Sutton Road and Ricksey Lane.</li> <li>Various locations of highway flooding.</li> <li>194 residential properties (Wessex Ward) at risk of surface water flooding.</li> </ul>	No EA maintained raised defences.
<p><b>Ansford/Castle Cary</b></p> <ul style="list-style-type: none"> <li>No significant flooding issues, although some areas above 'flood risk threshold'.</li> <li>Some property flooding incidents in Fore Street and highway flooding.</li> </ul>	No EA maintained raised defences.
<p><b>Langport/Huish Episcopi</b></p> <ul style="list-style-type: none"> <li>Flooding from the River Parrett.</li> <li>Numerous incidents of flooding disruption at Westover Trading Estate.</li> <li>Breaching/failure of embankments, which could be a problem along rivers across the levels and moors.</li> <li>Property flooding incidents in Wagg Drove, Ducks Hill and Bow Street.</li> <li>43 residential properties at risk of surface water flooding.</li> <li>Highway flooding at various locations.</li> </ul>	Flood Alleviation Scheme at Cocklemoor consisting of a flood embankment. Flood embankments and walls along the River Parrett upstream and downstream of the town. EA pumping stations at Huish Episcopi and Westover. Local Authority maintained culvert under Whatley car park.
<p><b>Bruton</b></p> <ul style="list-style-type: none"> <li>Flooding from River Brue, with 25 – 50 properties at risk in a 1% annual probability river flood.</li> <li>Surface water flooding caused by under capacity of the land and urban drainage systems to manage direct run-off from the surrounding steep slopes.</li> <li>162 residential properties at risk of surface water flooding.</li> <li>Extensive property flooding incidents in Cuckoo Hill/Eastfields/Brue Avenue. Also High Street, Quaperlake Street, Higher Backway, Cole Road.</li> <li>Highway flooding incidents including A359.</li> </ul>	Bruton Dam currently provides a 1 in 100 (1%) annual exceedance probability standard of protection to properties in Bruton. The Combe Brook bypass culvert also reduces flood risk to a number of properties in the West End area of Bruton.
<p><b>Ilchester</b></p> <ul style="list-style-type: none"> <li>Fluvial flooding from River Yeo.</li> <li>Ilchester Meads is at risk of surface water flooding.</li> <li>Highway flooding incidents at Ilchester Meads / A37 and A303 nearby.</li> </ul>	Embankments and raised channel banks on the River Yeo. Flood walls.
<p><b>Martock</b></p> <ul style="list-style-type: none"> <li>Localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized.</li> <li>Culverted watercourses through the settlement are at capacity.</li> <li>Property flooding incidents in Foldhill Lane, Long Load Road.</li> <li>147 residential properties at risk of surface water flooding.</li> <li>Various locations of highway flooding incidents especially Stoke Road.</li> </ul>	Flood Alleviation Scheme including a 300m flood embankment, throttle structures, widened channel and walls.
<p><b>Milborne Port</b></p> <ul style="list-style-type: none"> <li>No significant flooding issues, but surface water flooding at London Road.</li> <li>85 residential properties at risk of surface water flooding.</li> </ul>	No EA maintained defences as there is no main river at this location.
<p><b>South Petherton</b></p> <ul style="list-style-type: none"> <li>Localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized.</li> </ul>	Raised embankment and culvert downstream of Hele Lane ford.

<ul style="list-style-type: none"> <li>• 180 residential properties at risk of surface water flooding in Ward.</li> <li>• Property flooding in Manor Gardens and Bakers Court.</li> <li>• Flooding exacerbated by farming practices contributing to localised flooding well outside of the floodplain.</li> </ul>	
<p><b>Stoke sub Hamdon</b></p> <ul style="list-style-type: none"> <li>• No significant flooding issues, but surface water flooding incidents to properties (Windsor Lane and New Road) and highway (North Street).</li> </ul>	No EA maintained defences as there is no main river at this location.
<p><b>Rural Settlements</b></p> <ul style="list-style-type: none"> <li>• Complex fluvial and surface water flooding problems identified at Queen Camel and West Camel.</li> <li>• Localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized identified at Donyatt and Ilton.</li> <li>• Significant number of residential properties at risk of surface water flooding in the following 'rural' wards: Coker (232) and Blackmore Vale (194).</li> <li>• Recorded property flooding incidents at numerous rural settlements, e.g. Templecombe, Curry Rivel, Compton Dundon.</li> <li>• Several rural settlements affected by major flooding on the Somerset Levels and Moors in 2014, e.g. Mulcheney was 'cut off' for 3 months.<sup>110</sup></li> </ul>	

**Figure 7.5: Recorded floods (shown as pink) and Areas above Flood Risk threshold<sup>111</sup> (shown as blue squares)<sup>112</sup>**



<sup>110</sup> The subsequent 'road raising' scheme between Mulcheney and Drayton should ensure access to the settlement is possible in the event of future flooding.

<sup>111</sup> 1 km<sup>2</sup> grid cells (blue squares) which indicate that at least one of the following flood risk indicators is above the thresholds: more than 200 people or; more than 1 critical service or; more than 20 non-residential properties.

<sup>112</sup> Map adapted from Somerset Local Flood Risk Management Strategy, 2014.

## Planned infrastructure provision and policy actions

7.13 The Somerset Rivers Authority has collated a 'common works programme' which identifies flood risk works that are being carried out by the various flood risk management authorities in Somerset in 2015/16 – the works that are located in South Somerset, delivery bodies and timescale are set out below.<sup>113</sup>

**Figure 7.6: Flood risk management Common works programme 2015/16 – schemes in South Somerset**

Project name / description	Flood risk management authority	Timescale
West Camel flood alleviation scheme throttle, flap valves and stone pitching repairs	Environment Agency	2015-16
Bruton Reservoir section 10 improvements	Environment Agency	2015-16
Henley sluice	Environment Agency	2015-16
A372 Beer Wall phase 2 culvert improvement works	Environment Agency	2015-16
Langport, right bank of River Parrett asset improvements	Environment Agency	2018-19
Langport, left bank of River Parrett, Thorney asset improvements	Environment Agency	2019-20
West Sedgemoor pumping station improvements	Environment Agency	2020-21
Perrymoor reservoir bank repairs	Parrett Internal Drainage Board	2015-16
Slabgate weir inlet security measures	Parrett Internal Drainage Board	2015-16
Podimore pumping station building refurbishment	Parrett Internal Drainage Board	2015-16
Long Load flood bank investigations into improvement works	Parrett Internal Drainage Board	2015-16
Bruton surface water drainage improvements	Somerset County Council	2015-16
Somerton Surface Water Management Plan to inform future development and drainage works	Somerset County Council	2015-16
Yeovil Surface Water Management Plan to inform future development and drainage works	Somerset County Council	2015-16
Ilminster feasibility study (surface water)	Somerset County Council	2015-16
Ilminster feasibility study and possible work to divert surface water runoff at Long Close and Heron Way	Somerset County Council	2015-16
Highways drainage improvements at various locations (including at Marsh Rd/Ilchester Rd, Yeovil and Station Rd, Ilminster – see programme for full details)	Somerset County Council	2015-16

7.14 The Somerset Levels and Moors Flood Action Plan includes proposals for:

- Small scale ring bank improvements, including at Thorney by end of 2015, costing £150k; and
- A highways scheme to raise road levels by some 1.2m along a stretch 500m long between the villages of Muchelney and Drayton, estimated to cost £650k – this scheme has been delivered.<sup>114</sup>

<sup>113</sup> <http://www.somersetiversauthority.org.uk/our-work/common-works-programme/>

<sup>114</sup> Somerset Levels and Moors Flood Action Plan, 2014.

- 7.15 The Parrett CFMP (as updated by the revised action plan October 2011) includes the following actions relating to issues in South Somerset:
- Develop a surface water management plan for Yeovil;
  - Investigate existing critical transport links into Yeovil and their vulnerability and resilience to flooding. Implement improvements where practical (by 2018, lead organisation SCC);
  - Investigate ways to support flood resistance and resilience methods to individual properties where other options are not practical. Communities may include Martock and Merriot; Ilminster, Ilton and surrounding villages (by 2018, lead organisation SCC).
- 7.16 The other CFMPs that cover South Somerset include the following actions relating to issues in the district:
- Undertake a supplementary study to the feasibility study to assess the future standard of protection of the Bruton Flood Alleviation Scheme (North and Mid Somerset CFMP).
  - Prepare a flood emergency plan for Bruton (North and Mid Somerset CFMP).
  - Routine inspection and maintenance of river channels, urban sewer system and flood alleviation schemes (North and Mid Somerset CFMP).
  - Ensure that development at Chard does not increase run-off or decrease water quality – the incorporation of SuDS will support this action (East Devon CFMP).
  - Develop a surface water management plan for Wincanton (by 2013) (Dorset Stour CFMP).
- 7.17 The draft South West Flood Risk Management Plan includes the following actions for the Environment Agency in South Somerset:
- Investigate potential flow capacity improvement through Bow Bridge, Langport in order to reduce flood risk to Langport and villages in the Moors upstream of Langport;
  - Investigate potential flood defence scheme for Westover Trading Estate, Langport; in order to reduce flood risk to Langport;
  - Work in partnership with the LLFA on surface water management scheme at Bruton; in order to improve knowledge and provide better advice to the public.

## **Future Infrastructure requirements**

- 7.18 There is a general need for new development to ensure appropriate drainage infrastructure is in place to minimise surface water and sewer flooding, and to ensure flood risk is not increased downstream. As discussed previously: all major development should incorporate SuDS, unless demonstrated to be inappropriate.
- 7.19 The Local Plan directs new development to areas of low flood risk (flood zone 1), which minimises the need for flood risk infrastructure to protect new development from fluvial flooding. The only exception is the Local Plan employment land allocations to the west of Ilminster, which benefit from outline planning permission (subject to Section 106 agreement) but are yet to be constructed, located in flood zone 3a – this proposal will require flood defence improvements.

7.20 In addition, planning permission<sup>115</sup> exists for employment ('B' use) development at Westover Trading Estate, Langport/Huish Episcopi on land within flood zone 3 – this incorporates a requirement to raise the level of the estate road in places by up to 0.8m, to ensure the proposal does not flood. This measure should also help to protect other businesses on the estate.

7.21 As highlighted above, further studies are proposed to investigate flooding issues at various areas across the district, which may result in further infrastructure requirements being identified in due course.

7.22 The following bullet points provide an overview of future flood risk and drainage infrastructure requirements likely to be required when considering development proposals at the main settlements, along with further study work, taken from a variety of sources.<sup>116</sup>

### **Yeovil**

- Surface water and sewer flooding issues should be addressed through the use of SuDS in new development.
- Appropriate infrastructure for the Sustainable Urban Extensions should prevent increased flood risk to downstream communities, to be determined through site specific Flood Risk Assessments and masterplanning.
- A Surface Water Management Plan will be prepared to determine the impact of further development and develop options for improvement.<sup>117</sup>

### **Chard**

- Ensure that development does not increase run-off or decrease water quality by incorporating SuDS in all new development.<sup>118</sup>

### **Crewkerne**

- Surface water run-off should be addressed through the use of SuDS in new development.
- Developer led improvements and/or contributions may be required to improve failing culvert assets, where impacted by new development.
- The central part of the Key Site should be open space (as indicated in the Local Plan) to help address flood issues at Viney Brook – there is an opportunity for Phase II to redirect a section of the Viney Brook that is currently culverted into a new open channel at the edge of the proposed development, which would enhance the natural environment of the stream and could remove some of the inherent problems associated with culverts especially during flood flows.<sup>119</sup>

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<sup>115</sup> Extent permission for 12/01724/OUT; reserved matters application 15/02975/REM has also been approved.

<sup>116</sup> Parrett Catchment Flood Management Plan, 2009 and revised action plan 2011; North and Mid Somerset CFMP, 2012; Dorset Stour CFMP, 2012; South Somerset Strategic Flood Risk Assessment, 2008; IDP stakeholder responses.

<sup>117</sup> Somerset Flood risk management common works programme 2015-16.

<sup>118</sup> East Devon Catchment Flood Management Plan, 2012.

<sup>119</sup> Environment Agency response to Crewkerne Key Site Phase I reserved matters application 13/02201/REM; and issue highlighted in IDP response.

## **Ilminster**

- New development should help to address surface water run-off issues through the use of SuDS.
- Defences may require raising in future years to provide an increased standard of protection to protect new development.
- A Flood Risk Alleviation Scheme has been agreed through the planning application for employment land in the Hort Bridge area that will see the existing flood defences being improved, along with new defences, plus alleviation works to protect the site with an adequate margin of safety against future 1 in 100 year flood flows.<sup>120</sup>
- A feasibility study into surface water flooding will be prepared in 2015-16.<sup>121</sup>

## **Wincanton**

- Surface water run-off should be addressed through the use of SuDS, so that new development does not increase flood risk associated with the River Cale.

## **Somerton**

- New development should help to address existing surface water run-off issues through the use of SuDS.
- A Surface Water Management Plan will be prepared for Somerton to determine the impact of further development and develop options for improvement.<sup>122</sup>

## **Ansford/Castle Cary**

- SuDS required in new development to ensure that run off to the River Cary is not increased.

## **Langport/Huish Episcopi**

- Flood risk associated with the River Parrett means that the level of the road at Westover Trading Estate will be raised in places in order to protect proposed employment land.<sup>123</sup>
- Further flood defence works may be required to protect Westover Trading Estate from flooding – an embankment scheme (“ring bank”) that would protect the entire trading estate has previously been considered by the Environment Agency. Although it was not carried forward at the time, it remains a potential opportunity to explore in the future and would provide a more comprehensive solution to flooding problems at the estate – it has an upper cost estimate of £440,000.
- The presence of the River Parrett means that other flood defences may require raising in the future, depending upon the location and floor levels of future development.
- The potential for flow capacity improvement through Bow Bridge should be investigated.

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<sup>120</sup> Local Plan allocation ME/ILMI/4, as detailed in outline planning approval 09/00051/OUT.

<sup>121</sup> Somerset Flood risk management common works programme 2015-16.

<sup>122</sup> Somerset Flood risk management common works programme 2015-16.

<sup>123</sup> Road raising is included in outline permission 12/01724/OUT; and reserved matters approval 15/02975/REM.

## **Bruton**

- New development may result in the need to raise flood defences in future years to provide an increased standard of protection.
- Surface water flooding problems should be addressed through the incorporation of SuDS in new development.
- If development takes place to the north east of Bruton, surface water would run off downstream of the dam so this would need to be mitigated by SuDS.

## **Ilchester**

- Fluvial flooding from the River Yeo means that additional height may be required on the embankment that runs alongside the River Yeo in the future.

## **Martock**

- New development should contribute to upgrading existing culverts if located on the east edge of Martock.
- New development may need to raise flood defences in the future, depending upon the location and floor levels of future development.

## **Milborne Port**

- Surface water run-off should be addressed through the use of SuDS in new development.

## **South Petherton**

- New development may need to raise flood defences future years to provide an increased standard of protection.
- Contributions from new development may be sought to help alleviate flooding problems caused by culverted watercourses.

## **Stoke-sub-Hamdon**

- Surface water run-off should be addressed through the use of SuDS in new development.

## **Rural Settlements**

- Surface water run-off should be addressed through the use of SuDS in new development.
- New development should help to address the complex fluvial and surface water flooding problems identified at Queen Camel and West Camel, where appropriate.
- The localised problems, exacerbated by small culverted watercourses which are prone to blockage at Donyatt and Ilton, should be mitigated in new development, where appropriate.

## **Conclusion**

7.23 Flood risk is a key issue to consider in Local Plan preparation and planning application decision making. The context for flood risk management is complex, with a wide range of legislation and strategies, and responsibilities shared amongst a number of authorities. Infrastructure associated with managing flood risk is often required when delivering new development, and can be fundamental to the delivery of new

development. SuDS are now required for all major development, unless demonstrated to be inappropriate.

- 7.24 The Local Plan directs development to areas of low flood risk, but most of the main settlements in the district have suffered from flooding in the past, and are at risk of flooding in the future. Surface water flooding is a particular issue at many settlements.
- 7.25 Specific flood risk infrastructure is identified in delivering new employment land at Ilminster and Langport/Huish Episcopi, with appropriate infrastructure also required alongside other significant development (such as the Yeovil Sustainable Urban Extensions, Crewkerne Key Site).

## 8. Utilities

### Key messages

- **Utilities infrastructure provision is highly regulated and the majority of infrastructure is provided by private-sector companies.**
- **These companies and local planning authorities have become more integrated in their approaches, and more readily share information to take account of each other's plans and strategies for growth and investment.**
- **However, more work can be done to align strategies and ensure that infrastructure can be managed to keep pace with the demands of housing and commercial development.**
- **No critical infrastructure issues relating to utilities have been identified that would prevent the growth set out in the Local Plan (2006 – 2028) from being delivered.**
- **Overall, water supply is likely to be sufficient for the next 25 years. Therefore the focus should be on the measures that can be adopted to reduce water consumption amongst residents and businesses to achieve a more sustainable consumption of water in South Somerset.**
- **Wessex Water intend to deliver a new Chard Spine Main to ensure sufficient water supply at the settlement in the future.**
- **Several wastewater and sewerage projects are required at Yeovil and Chard; and there may be some medium to long term issues associated with the scale of growth envisaged at the smaller market towns across the district, especially if growth over and above that set out in the Local Plan (2006 – 2028) is forthcoming.**
- **SSDC and Wessex Water are working proactively with the development industry to address these wastewater and sewerage issues, including through the use of planning conditions to agree a foul water drainage strategy where appropriate.**
- **Some short term issues associated with electricity capacity in Martock/Bower Hinton; South Petherton; and Stoke-sub-Hamdon have been identified. These can be resolved through local reinforcement paid for by planned development.**
- **Demand for the use of gas is falling, due to greater use of electricity. There are no identified issues with the current gas network and its ability to accommodate future planned growth**

### Definition

- 8.1 For the purposes of this IDP, utilities infrastructure incorporates water supply, wastewater and sewerage, electricity, and gas provision. For reference, flood risk and drainage is covered in Chapter 7.

## Statutory and Policy Context

- 8.2 The funding and delivery of utilities infrastructure is complex, with a number of agencies and organisations taking a role in regulation, distribution, service provision and management. Each utility area is discussed below:

### Water Supply and Sewerage

- 8.3 The water supply and sewerage networks in the UK are subject to a series legislative requirements, is overseen by the Department for Environment, Food, and Rural Affairs (Defra), and is managed by a number of private water companies, who are, in turn, regulated by the body Ofwat and the Environment Agency.
- 8.4 The Water Act 2014 sought to reform the water industry to develop a more vibrant and competitive market, and to deliver higher levels of customer service and tackle the challenges facing the industry, such as climate change. This Act sets out the legislative direction on key issues such as: water supply and sewerage licences; roles and responsibilities for water and sewerage undertakers; and measures to regulate the water industry.
- 8.5 Every five years Ofwat, as the independent economic regulator for the water and sewerage sector, sets limits on the prices that the water and sewerage companies can charge their customers, known as a 'price review'. The most recent price review took place in 2014 and set the pricing limits for 2015 to 2020. The new charges took effect from April 2015.
- 8.6 Defra provides guidance to Ofwat setting out the policy priorities for regulation of the water industry. Defra also publishes a 'statement of obligations' setting out the statutory requirements on water and sewerage companies. The government expects Ofwat's price review decision making to be guided by these documents.
- 8.7 Defra also works with the Environment Agency (EA) to ensure the proper management of water resources, including the regulation of water abstraction through a system of licenses.<sup>124</sup> These are issued by the EA to anybody that wishes to abstract water from water-bodies. Defra, supported by the EA, has stated that the abstraction regulations for rivers and groundwater need to be reformed to be more adaptable and allow more effective sharing of water resources. Reform proposals were consulted on in 2013/2014 and in the new parliamentary period the government has stated it will legislate for abstraction reform.
- 8.8 Drinking water is required by law to be wholesome. The standards required for water to be considered wholesome are set out in the Water Supply (Water Quality) Regulations 2000. Public water supplies in England and Wales are regulated by the Drinking Water Inspectorate (DWI), an independent regulator, acting on behalf of Defra.

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<sup>124</sup> Water abstraction is the process of removing water from natural sources like rivers, lakes and aquifers.

8.9 The National Policy Statement for Waste Water forms part of the overall framework of national planning policy. Government guidance advises how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure.<sup>125</sup>

## Electricity

8.10 The electricity network is managed by a number of government and regulatory bodies, including:

- **Department of Energy & Climate Change (DECC)** works to make sure the UK has secure, clean, affordable energy supplies and promote international action to mitigate climate change.
- **Distribution Connection and Use of System Agreement (DCUSA)** are concerned with the use of the electricity distribution systems to transport electricity to or from connections to them. The DCUSA replaced numerous bi-lateral contracts, giving a common and consistent approach to the relationships between these parties in the electricity industry. It is a requirement that all licensed electricity distributors and suppliers become parties to the DCUSA.
- **Office of Gas and Electricity Markets (OFGEM)** are a non-ministerial government department and an independent National Regulatory Authority, recognised by EU Directives. OFGEM's principal objective in carrying out our functions is to protect the interests of existing and future electricity and gas consumers.
- **National Grid** are responsible for the national transmission system, which transmits 400kV, 275kV, and 132kV circuits across the UK via a series of overhead and underground cables.
- **Distribution Network Operators (DNOs)**. These companies manage the lower level electricity distribution network helping deliver electricity to homes and businesses. Two DNOs operate in South Somerset: Western Power Distribution South West PLC (WPDSW), and Southern Energy Power Distribution (SEPD).

## Gas

8.11 The gas network is managed by a number of government and regulatory bodies, including:

- **Department of Energy & Climate Change (DECC)** works to make sure the UK has secure, clean, affordable energy supplies and promote international action to mitigate climate change.
- **Office of Gas and Electricity Markets (OFGEM)** are a non-ministerial government department and an independent National Regulatory Authority, recognised by EU Directives. OFGEM's principal objective in carrying out our functions is to protect the interests of existing and future electricity and gas consumers.

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<sup>125</sup> Planning Practice Guidance ID:34.

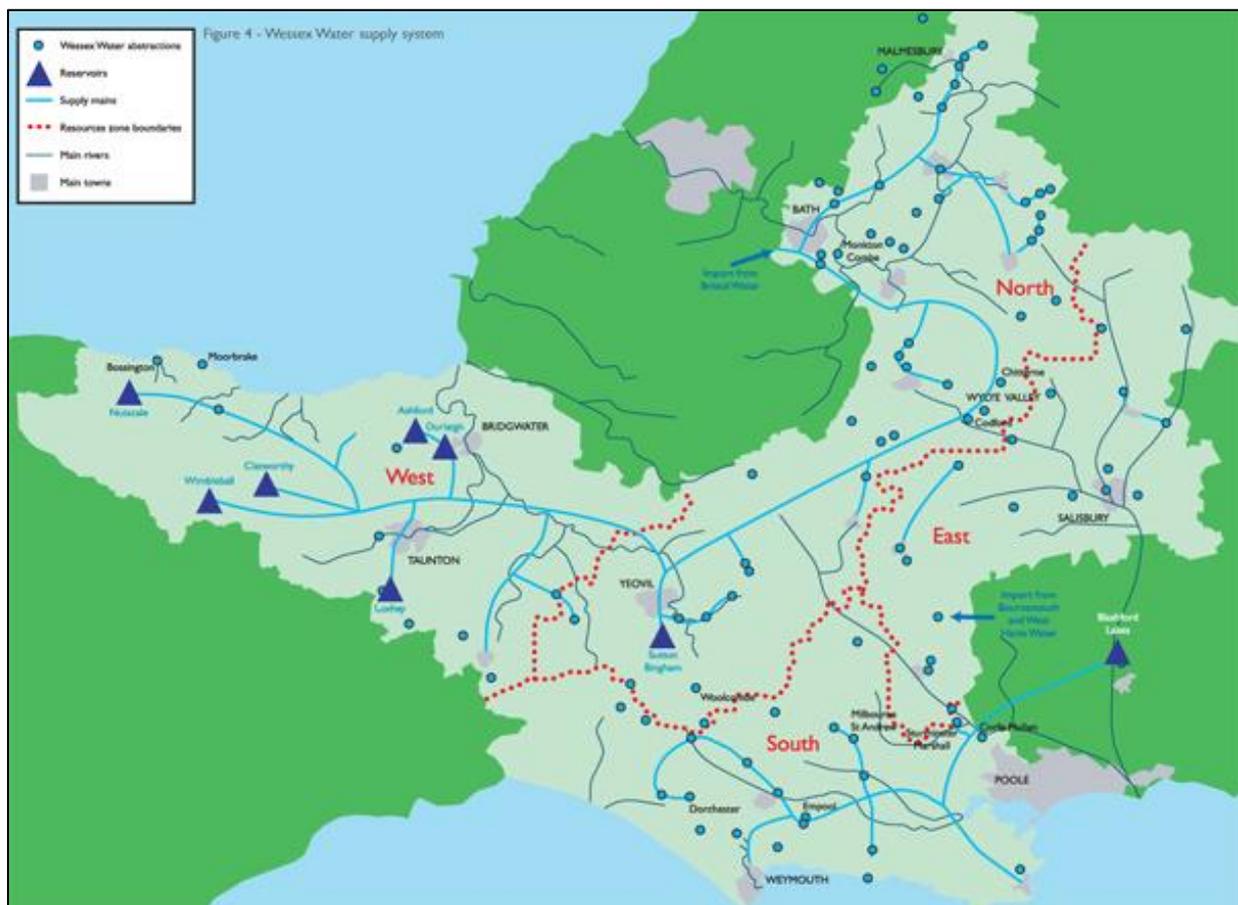
- **National Grid Gas** are responsible for the high pressure gas network which transports gas from the entry terminals to gas distribution networks, or directly to power stations and other large industrial users.
- **Gas Distribution Networks (GDNs).** These companies manage the lower level gas distribution network, taking supply direct from the National Transmission System to supply homes and businesses. One GDN operates in South Somerset: Wales and West Utilities Limited (WU).

## Current Provision

### Water Supply

8.12 Water supply and the abstraction, purification, and provision of potable water in South Somerset is managed by Wessex Water (WW). This company manage a series of abstraction licences at water courses; as well as owning and operating supply networks, water treatment works, and reservoirs to ensure that water supply is available at all times. WW divide their water supply coverage area into four zones for water resource and drought planning purposes – north, south, east and west, as shown in figure 8.1 below.

**Figure 8.1: Wessex Water’s Current Water Supply Grid<sup>126</sup>**



<sup>126</sup> Source: Wessex Water.

- 8.13 The north zone is supplied by groundwater sources and a major transfer into Bath from Bristol Water. Within this zone WW transfer water from the Malmesbury area to Bath and Chippenham, and from the Wylve valley to Somerset.
- 8.14 The west zone contains all the region's impounding reservoirs that are currently used for bulk water supply. These reservoirs are filled by the rivers which they dam and some of them can also be filled by pumping water from nearby rivers. Water can be transferred both ways between the west and north zones.
- 8.15 The south resource zone is supplied by groundwater sources, with the Blashford river intake and reservoir no longer used for supply purposes. Water can be transferred from Poole across to Dorchester and Weymouth.
- 8.16 The east resource zone comprises six discrete areas of demand with limited transfers between them. The sources in these zones are exclusively groundwater, with typically only two sources in each of these sub zones.
- 8.17 WW hold treated water in storage tanks, known as service reservoirs. Usually hidden underground, these reservoirs vary in size depending on the area they serve. Water is pumped into these reservoirs at a constant rate but outflow can vary depending on demand. Usually water flows from the service reservoirs to homes by gravity; however, in some cases pumps are required to ensure water reaches properties. Water travels through trunk mains, which are pipes capable of moving large amounts of water around the area quickly. Service connections then distribute the water to individual homes through smaller pipes.
- 8.18 WW use a series of abstraction points to feed their grid of supply mains, under licence from the Environment Agency. The abstraction points located in South Somerset are found within the Parrett Catchment and Brue Catchment, and include: Bradley Head, Compton Durville, Cudworth Springs, Milborne Wick, Pitcombe Springs (near Castle Cary), Pole Rue, Tatworth and Waterloo Farm. Pole Rue and Tatworth are stand-alone sources of supply and are critical to serve rural areas (see section 8.84-88 for proposals to improve the security of supply).
- 8.19 Sutton Bingham reservoir is located in South Somerset, immediately south of Yeovil, and can be used to provide bulk water supply for the central areas of the district. Water is also transferred to the area from the Wylve Valley when use of the reservoirs is restricted. Reservoirs at Luxhay and Leigh (south of Taunton, near Blagdon Hill, located in the borough of Taunton Deane) help provide water supply for the western parts of South Somerset.
- 8.20 There are eight existing Water Treatment Works in South Somerset, these are: Bradley Head, Compton Durville, Milborne Wick, Pitcombe, Pole Rue, Sutton Bingham, Tatworth, and Waterloo Farm.

## **Wastewater, Sewerage and Sewage**

- 8.21 South Somerset and the UK as a whole has a legacy of a wide range of wastewater and sewer pipes, made from clay or concrete and varying greatly in size. Most modern homes generally drain into what is known as a separate system. In this case there are two sewers – one is a foul sewer which takes the sewage from washing

machines, sinks and lavatories. The second sewer takes surface water or rainwater which drains off roofs and driveways. Older properties may be connected to a combined system in which one sewer takes both the sewage and surface water and transports it to a treatment works.

- 8.22 Predominantly separate foul sewers convey foul sewerage to 72 sewage treatment works within South Somerset. Flows travel by gravity where possible, or are pumped via one of the 134 pumping stations within the area. Sewage treatment works serving South Somerset communities treat sewage prior to EA consented discharge to watercourse.
- 8.23 Sludge is removed from the treatment works and tankered to either Yeovil Vale Road STC (Sludge Treatment Centre), Wincanton STC or Taunton STC for treatment and dewatering prior to disposal by recycling on farmland. At Taunton, sludge is treated by digestion, which reduces the mass for recycling and produces biogas which is then burnt in CHP engines to generate heat for the process and electricity which helps power the STW/STC. At Yeovil and Wincanton STCs, sludge is treated by adding lime during the dewatering process to achieve a compliant product for recycling to land. Sludge is generally directed to the closest STC, subject to capacity availability.

## Electricity

### Electricity Transmission

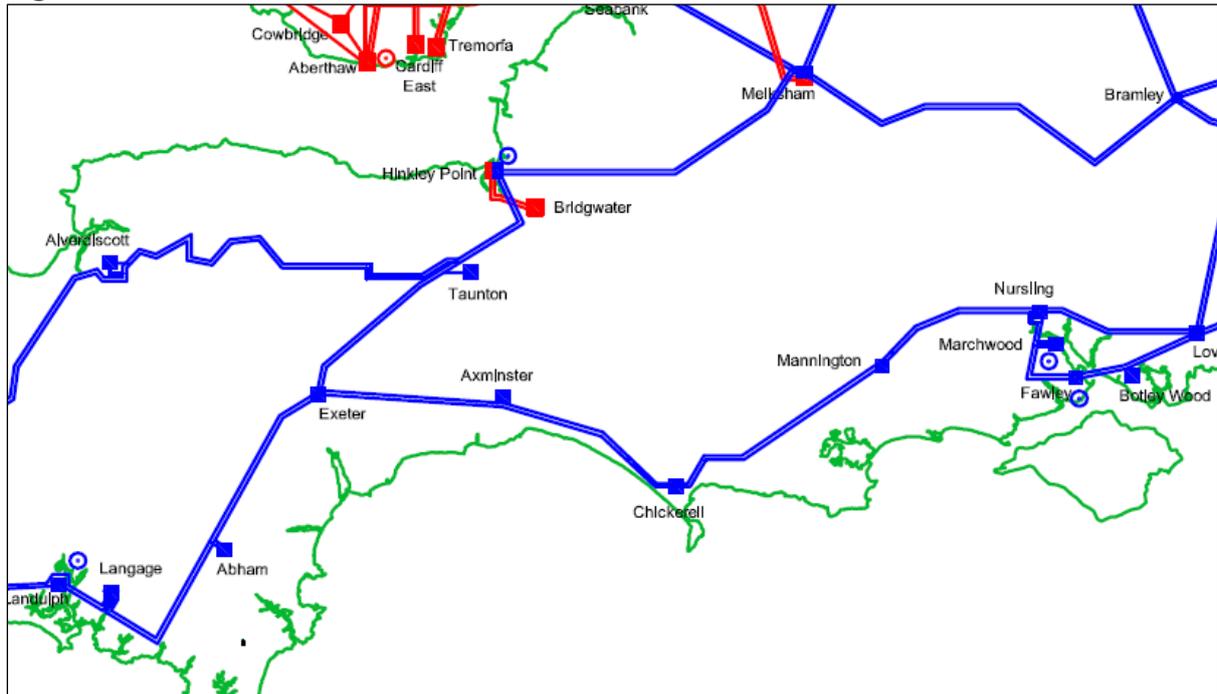
- 8.24 There are four high voltage transmission networks in the UK. The transmission networks act like the motorway systems and enable the bulk transfer of high voltage electricity (direct from power stations) around the country. The high voltage transmission networks are transporting electricity at 275,000 volts (275kV) or 400,000 volts (400kV). For South Somerset, the electricity transmission network is owned and operated by National Grid, who are able to transmit electricity via a series of overhead and underground cables.
- 8.25 Figure 8.2 shows the location of the overhead cables / circuits in the Somerset and South Somerset area. It shows that South Somerset is surrounded by a network of 400kv circuits and high voltage substations although neither the high voltage transmission networks nor the high voltage substations are physically located in the district. There are also no high voltage underground cables or circuits located in South Somerset.<sup>127</sup>

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<sup>127</sup> National Grid Map of Overhead Cable Network can be found here:  
<http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/electricity-network-overhead-lines/>

National Grid Map of Underground Cable Network can be found here:  
<http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/electricity-network-underground-cables/>

**Figure 8.2: National Grid Transmission Network**

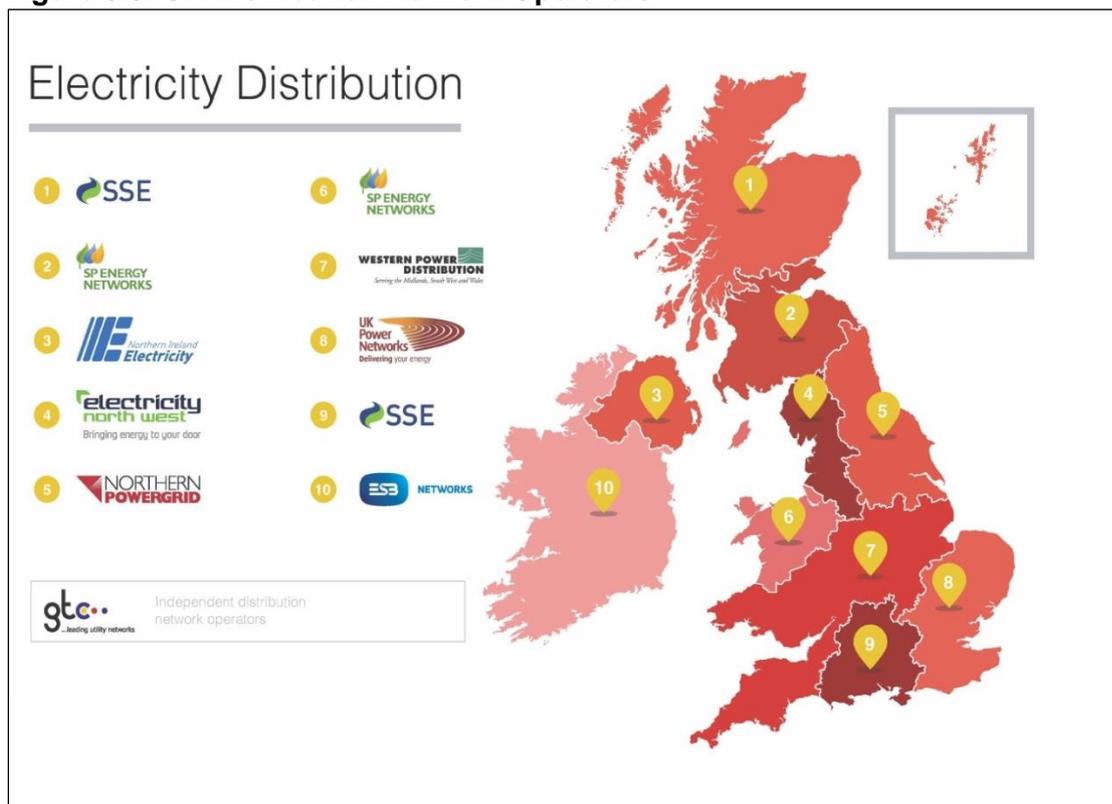


### Electricity Distribution

- 8.26 At the regional and local level, electricity is managed and distributed by a number of different Distribution Network Operators (DNOs). There are 14 licensed DNOs in the UK and each is responsible for a regional distribution services area. The 14 DNOs are owned by six different groups. The coverage of the DNOs across the UK is set out in figure 8.3.
- 8.27 In simple terms, the DNOs manage the provision of lower voltage electricity. Electricity is reduced to 132kV for regional distribution at substations known as Grid Supply Points (GSPs). From there it is carried to further substations via overhead lines or underground cables at 132kV. The voltage is reduced again to 33kV and then to 11kV. The distribution network then carries electricity to individual towns and villages where distribution substations transform the voltage to 230 volts for normal consumption in homes and businesses.
- 8.28 In addition, there are currently seven smaller networks owned and operated by Independent Network Operators (IDNOs).<sup>128</sup> These are located within the areas covered by the DNOs. Since the DNOs are natural monopolies they are regulated by OFGEM to protect consumers from potential abuse of monopoly power. In order to be able to distribute electricity through the network, DNOs and IDNOs must hold a licence. The licences contain conditions which, among other things, limit the amount of revenue which these companies can recover from their customers.

<sup>128</sup> There are seven IDNOs: Energetics Electricity Limited, ESP Electricity Limited, Harlaxton Energy Networks Limited, Independent Power Networks Limited, Peel Electricity Network Limited, The Electricity Network Company Limited, UK Power Networks (IDNO) Ltd, and Utility Assets Limited.

**Figure 8.3: UK Distribution Network Operators<sup>129</sup>**



- 8.29 Electricity distribution in South Somerset is provided by two separate DNOs – Western Power Distribution South West PLC (WPDSW), and Southern Energy Power Distribution (SEPD). WPDSW is part of the overall Western Power Distribution group and SEPD is part of the Scottish and Southern Electricity group.
- 8.30 It should be noted that the DNOs are not electricity suppliers. Suppliers are separate companies and each of the DNOs works with an appointed electricity supplier to obtain a connection agreement with customers using the national terms of connection. This means that, when customers enter into an electricity supply contract with a supplier, they are also entering into a connection agreement with the electricity DNO on these terms.<sup>130</sup>
- 8.31 Together the two DNOs cover the geographical area of South Somerset except those remote rural parts of the district, which are classified as “off-grid” and either do not have access to main-supply electricity, or have electricity generated on-site linked via alternative fuel sources.

### **Western Power Distribution South West PLC**

- 8.32 WPDSW is part of the wider group known as Western Power Distribution (WPD), and is responsible for the network of engineering assets that allows the distribution of electricity to premises from the National Grid by:
- Maintaining the electricity network on a daily basis;

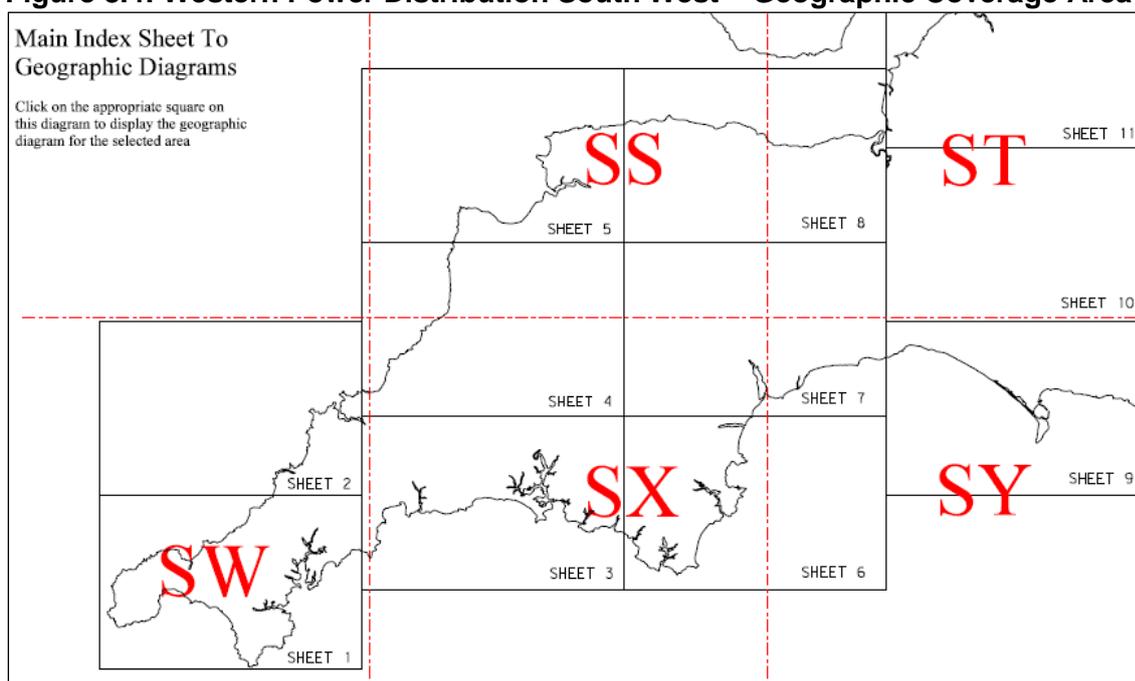
<sup>129</sup> Source: Energy Networks Association.

<sup>130</sup> Further details on the National Terms of Connection is available at: [www.connectionterms.org.uk](http://www.connectionterms.org.uk).

- Repairing the electricity network when faults occur;
- Reinforcing the electricity network to cope with changes in the pattern of demand; and
- Extending the network to connect new customers.

8.33 The geographical coverage area by WPDSW is set out in figure 8.4 below. It shows that South Somerset is only partially covered by WPDSW, within the area marked as “ST” and “Sheet 10”. As discussed later, the remainder of South Somerset is covered by SEPD.

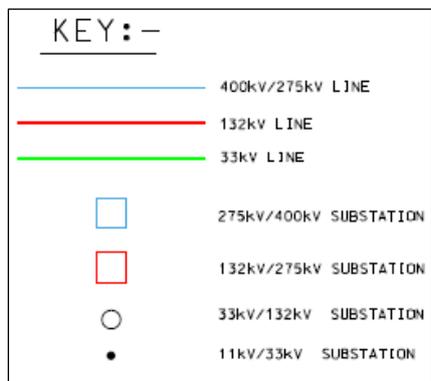
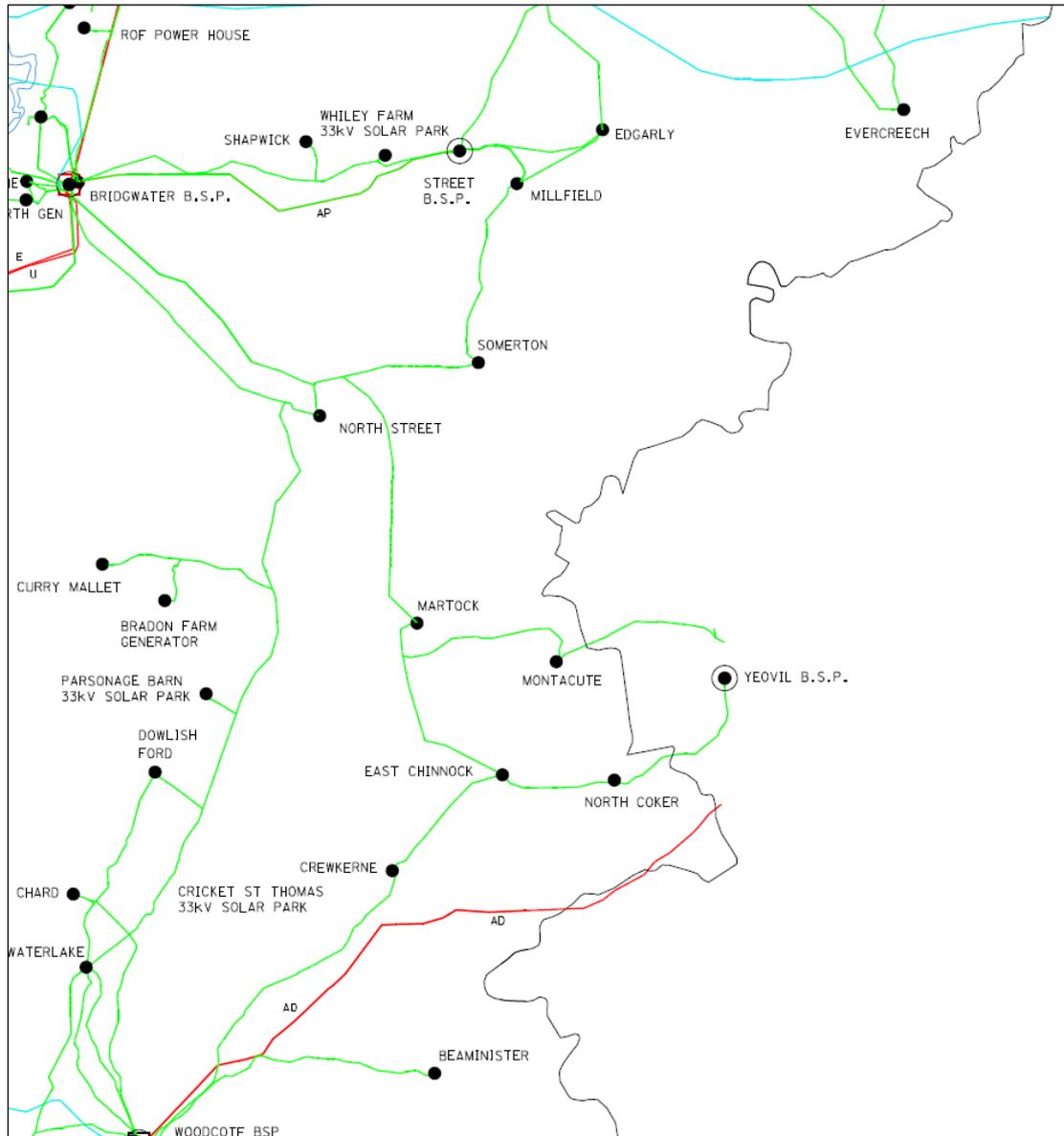
**Figure 8.4: Western Power Distribution South West – Geographic Coverage Area<sup>131</sup>**



8.34 The assets within South Somerset are shown in figure 8.5 below. The main assets are 11kV / 33kV substations, along with the 132kV and 33kV lines. It should be noted that the Yeovil substation (33kV) is actually owned by SEPD, however WPDSW take account of the demand on Yeovil as part of managing the overall network.

<sup>131</sup> Source: Western Power Distribution.

**Figure 8.5: Western Power Distribution South West – South Somerset Coverage Area**<sup>132</sup>



<sup>132</sup> Source: Western Power Distribution.

8.35 The 132kV network in South Somerset is supplied from 11 Grid Supply Points (GSPs) where National Grid Electricity Transmission uses step-down transformers to transform the high voltage to 132kV. Every 132kV GSP network has some interconnection with adjacent 132kV networks to allow some transfer capacity if the need arises. The 33kV is supplied from the 132kV network via step down grid transformers. The 33kV distribution system provides supply to 'primary' substations where the voltage is transformed down to 11kV or to customers who have a connection point at these voltages. Some circuits also provide interconnection between networks to allow transfer capacity to take place. The WPDSW network that serves South Somerset is detailed in figure 8.6 below.

**Figure 8.6: Western Power Distribution South West Assets in South Somerset<sup>133</sup>**

Grid Supply Point	Bulk Supply Point	Substation
Axminster (132kV)	Woodcote (33kV)	Chard (33kV / 11 kV)
		Crewkerne (33kV / 11 kV)
		Dowlish Ford (33kV / 11 kV)
		Waterlake (33kV / 11 kV)
Axminster (132kV)	Yeovil (132kV / 33kV)	Coker (33kV / 11 kV)
		East Chinnock (33kV / 11 kV)
		Martock (33kV / 11 kV)
		Montacute (33kV / 11 kV)
		Yeovil (33kV)
Bridgwater_Seabank_Taunton (132kV)	Bridgwater (33kV)	Curry Mallet (33kV / 11 kV)
		Martock (33kV / 11 kV)
		North Street / Langport (33kV / 11 kV)
Bridgwater_Seabank_Taunton (132kV)	Street (33kV)	Somerton (33kV / 11 kV)

8.36 In addition to the primary substations serving main locations and settlements there are other connection points to the WPDSW network within South Somerset. From initial analysis, these are specifically linked to locations where energy generation is occurring at:

- Bradon Farm Generator;
- Cricket St Thomas Solar Park; and
- Parson Barn Solar Park.

8.37 Over the last 3-4 years, WPDSW has seen a large number of requests for the connection of embedded generation schemes. The current position across WPDSW's coverage area is:

- Connected generation capacity of 1.38GW;
- Generation capacity with accepted offers but not yet connected 1.89GW;

<sup>133</sup> Source: Western Power Distribution.

- Generation capacity currently offered but not yet accepted 0.74GW;
  - Winter maximum demand in the South West is 2.53GW; and
  - Summer minimum demand in the South West is 0.98GW.
- 8.38 As a consequence, much of WPDSW's capacity for generation connections has now been allocated, at all voltage levels including up to 132kV. This means that WPDSW are now applying restrictions to connection offers.
- 8.39 More specifically, WPDSW has now reached the point where one of the most strategic 132kV routes in the South West is now up to its full capacity. This route is known as the "F-route" and runs 82km from the Bridgwater GSP to the Seabank GSP (near Bristol docks).
- 8.40 The F-route is an important route out of the South West for generation. As a consequence, the connection of generation in any part of Cornwall, Devon, Dorset, Somerset and Bristol Docks causes power to flow through F-route. The amount of connected and committed generation in the South West has caused the predicted flows through F-route to reach the maximum ratings of the circuits.
- 8.41 In response to this major problem and in conjunction with the proposal to build Hinkley Point C, National Grid has been working with WPDSW to develop proposals for a new 400kV double-circuit route between Hinkley Point and Seabank. This would involve the removal of the F-route, to allow National Grid to build their proposed 400kV line. The scheme was granted planning permission in January 2016. Current plans are for the majority of the works to be finished in 2020, although this may be subject to change.
- 8.42 As such, all customers in the WPDSW region seeking the connection of new generation which contribute to flows on the F-route will presently have the following restrictions included in their connection offers:
- A delay of 3 - 6 years, subject to planning approval and the completion of National Grid's 400kV works; and
  - The restrictions will apply to all generator connections requiring works at HV (i.e. 6.6kV or 11kV) or above.
- 8.43 These restrictions apply to all BSPs and all GSPs in the WPDSW coverage area, including all those that fall within South Somerset. In addition, there are likely to be other reinforcement works included in the connection offers (for more localised issues), plus a requirement to obtain a Statement of Works from National Grid indicating works required on the transmission system.
- 8.44 Those schemes with connected export capacity and/or accepted export capacity in South Somerset are set out below.

**Figure 8.7: Current Distributed Generation and Export Capacity in South Somerset<sup>134</sup>**

Primary substation	Generator type	Connected export capacity [kW]	Accepted not yet connected export capacity [kW]	Total export capacity [kW]	Connection point voltage
Chard	Mini CHP (<1MW)	1,000		1,000	Aggregate of HV and LV generators
Chard	Onshore Wind	3		3	Aggregate of HV and LV generators
Chard	Other Generation	4		4	Aggregate of HV and LV generators
Chard	Photovoltaic	1,147	3,000	4,147	Aggregate of HV and LV generators
Coker	Other Generation	1,000		1,000	Aggregate of HV and LV generators
Coker	Photovoltaic	160		160	Aggregate of HV and LV generators
Crewkerne	Other Generation	300	250	550	Aggregate of HV and LV generators
Crewkerne	Photovoltaic	1,864	2,000	3,864	Aggregate of HV and LV generators
Curry Mallet	Onshore Wind	4		4	Aggregate of HV and LV generators
Curry Mallet	Other Generation	600		600	Aggregate of HV and LV generators
Curry Mallet	Photovoltaic	345		345	Aggregate of HV and LV generators
Dowlish Ford	Photovoltaic	1,434		1,434	Aggregate of HV and LV generators
East Chinnock Primary	Mini CHP (<1MW)		350	350	Aggregate of HV and LV generators
East Chinnock Primary	Other Generation	330		330	Aggregate of HV and LV generators
East Chinnock Primary	Photovoltaic	1,157		1,157	Aggregate of HV and LV generators
Martock	Biomass & Energy Crops (not CHP)		500	500	Aggregate of HV and LV generators
Martock	Other Generation	11		11	Aggregate of HV and LV generators
Martock	Photovoltaic	1,229	25	1,254	Aggregate of HV and LV generators
Montacute	Onshore Wind	15		15	Aggregate of HV and LV generators
Montacute	Other Generation	460		460	Aggregate of HV and LV generators
Montacute	Photovoltaic	273	176	449	Aggregate of HV and LV generators
North Street Langport	Onshore Wind	8		8	Aggregate of HV and LV generators
North Street Langport	Photovoltaic	767		767	Aggregate of HV and LV generators
Somerton	Photovoltaic	1,909		1,909	Aggregate of HV and LV generators

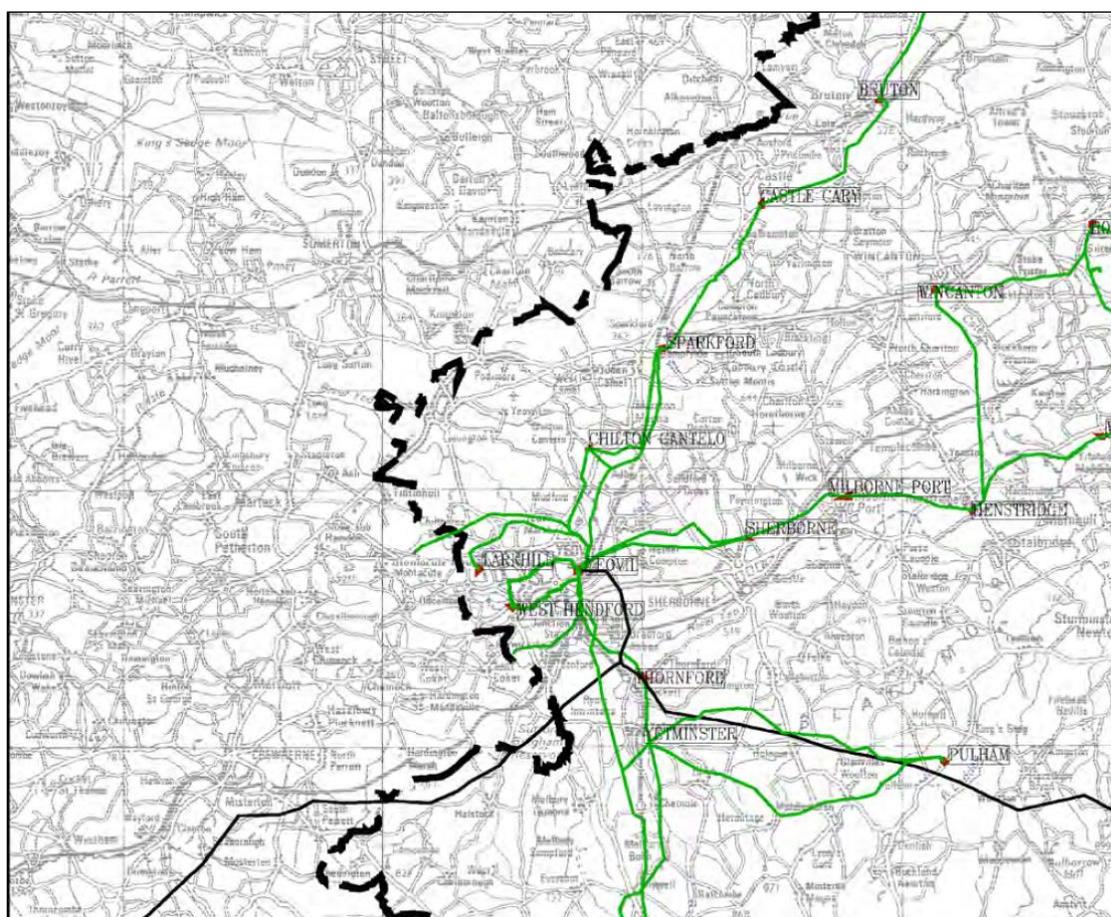
<sup>134</sup> Source: Western Power Distribution (Nov 2014).

Primary substation	Generator type	Connected export capacity [kW]	Accepted not yet connected export capacity [kW]	Total export capacity [kW]	Connection point voltage
St Thomas	Onshore Wind	3		3	Aggregate of HV and LV generators
St Thomas	Photovoltaic	1,733		1,733	Aggregate of HV and LV generators
Waterlake Primary	Photovoltaic	4,662	3,022	7,684	Aggregate of HV and LV generators
<b>TOTAL</b>		<b>20,418</b>	<b>9,323</b>	<b>29,741</b>	

### Southern Energy Power Distribution

8.45 Southern Energy Power Distribution (SEPD) delivers electricity supplies to over 2.9 million customers across central southern England – the coverage area for South Somerset is in figure 8.8 below.

**Figure 8.8: Southern Energy Power Distribution – South Somerset Coverage Area<sup>135</sup>**



8.46 The assets within South Somerset are set out in Figures 8.10 and 8.11. As can be seen the main assets are 11kV / 33kV substations, along with the 132kV and 33kV lines. It should be noted that the Yeovil substation (33kV) plays a role within the

<sup>135</sup> Source: Southern Electric Power Distribution.

WPDSW network and is managed through co-operation between SEPD and WPDSW.

8.47 The nature of the SEPD network means that substations and lines that are geographically situated in South Somerset have their higher voltage connections elsewhere in the South West. The main assets within the SEPD network that serve South Somerset are:

- Melksham GSP – linking to Frome BSP, which serves the substation in Bruton;
- Mannington GSP – linking to Shaftsbury BSP, which serves substations in Henstridge and Wincanton; and
- Yeovil GSP – linking to Yeovil BSP, which serves substations in: Castle Cary, Chilton Cantello, Dimmer Landfill (near Castle Cary), East Chinnock (WPDSW), Henstridge, Larkhill, Milborne Port, Montacute (WPDSW), Sparkford, West Hendford, Westlands.

8.48 The 33kV is supplied from the 132kV network via step down grid transformers. The 33kV distribution system provides supply to ‘primary’ substations where the voltage is transformed down to 11kV or to customers who have a connection point at these voltages. Some circuits also provide interconnection between networks to allow transfer capacity to take place.

**Figure 8.9: Southern Electric Power Distribution – South West Assets<sup>136</sup>**

Grid Supply Point	Bulk Supply Point	Substation
Melksham (400kV / 275kV / 132kV)	Frome (132 kV / 33kV)	Bruton (33kV / 11 kV)
Mannington (132kV)	Shaftsbury (132 kV / 33kV)	Wincanton (33kV / 11 kV)
Axminster (132kV)	Yeovil (132kV / 33kV)	Castle Cary (33kV / 11 kV)
		Chilton Cantello (33kV / 11kV)
		Dimmer Landfill (33kV/ 11kV)
		East Chinnock (also part of WPDSW network) (33kV / 11kV)
		Henstridge (33kV / 11kV)
		Larkhill (33kV / 11kV)
		Milborne Port (33kV / 11kV)
		Montacute (also part of WPDSW network) (33kV / 11kV)
		Sparkford (33kV / 11kV)
		West Hendford (33kV / 11kV)
Westlands (33kV / 11kV)		

8.49 In addition to distribution, there are also a number of connection points along SEPD’s network which export capacity in South Somerset, these are set out in Figure 8.10 below.

<sup>136</sup> Source: Southern Electric Power Distribution.

**Figure 8.10: Current Distributed Generation and Export Capacity in South Somerset<sup>137</sup>**

GSP	BSP	Primary	Connection Voltage	Installed Capacity	Fuel Type	Connected / Accepted
Axminster	Yeovil	Castle Cary	11	3.8	Landfill Gas	Connected
Axminster	Yeovil		33	12.8	PhotoVoltaic Plant	Accepted
Axminster	Yeovil	Chilton Cantelo	11	5	PhotoVoltaic Plant	Connected
Axminster	Yeovil		33	9	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		33	9.54	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		33	5.55	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		33	7.98	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		33	7.5	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		11	4.77	PhotoVoltaic Plant	Accepted
Axminster	Yeovil	Sparkford	11	4.77	PhotoVoltaic Plant	Accepted
Axminster	Yeovil		33	8.8	PhotoVoltaic Plant	Accepted
Mannington	Shaftesbury	Wincanton	11	5	PhotoVoltaic Plant	Connected

## Gas

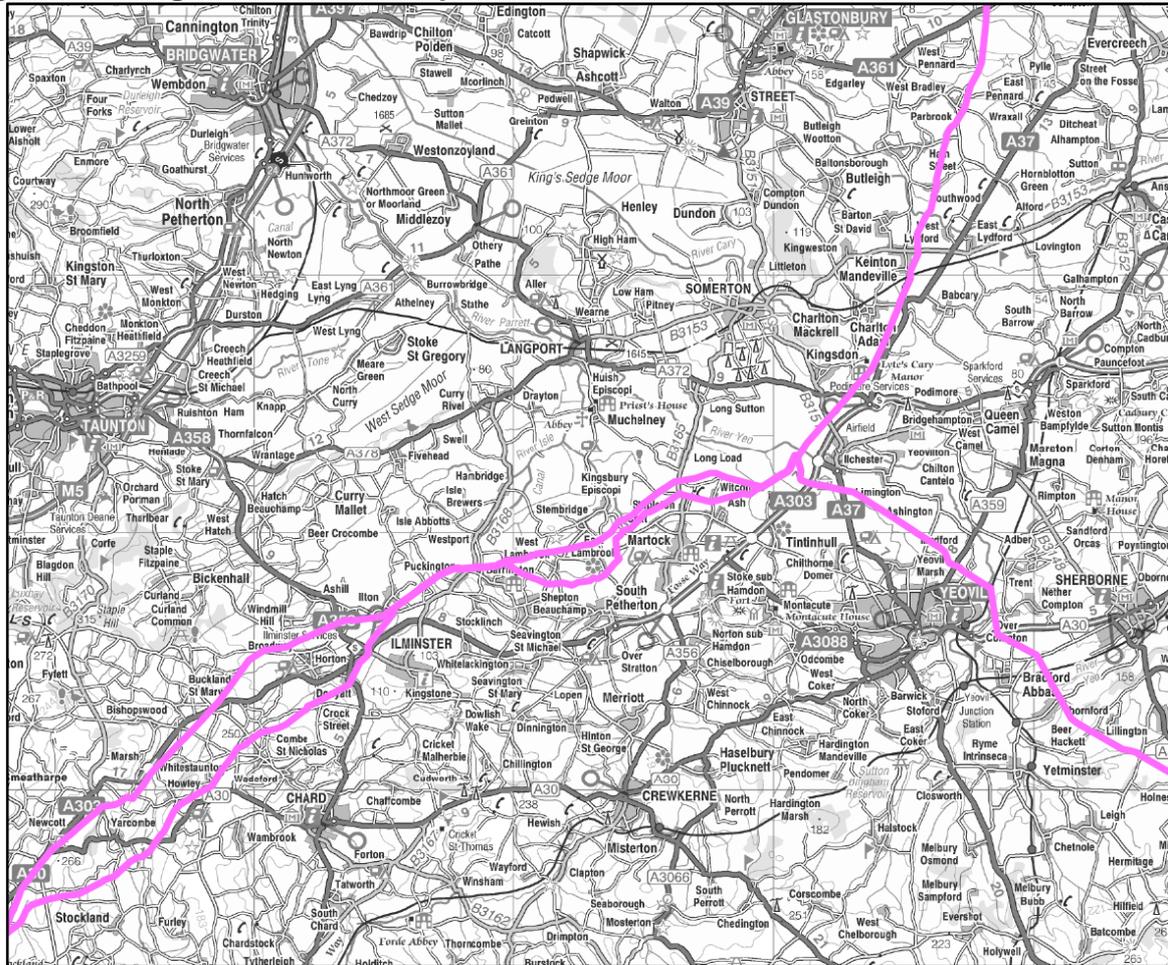
8.50 The UK's gas transmission network, the National Transmission System (NTS), is the high pressure gas network which transports gas from the entry terminals to gas distribution networks, or directly to power stations and other large industrial users. In the UK, it is owned and operated by National Grid Gas plc. The gas transmission system in UK acts like a motorway enabling the bulk transfer of gas around the country.

### Gas Transmission

8.51 The National Grid owns the high pressure network in South Somerset – the following map (figure 8.11) shows where the network passes through the district.

<sup>137</sup> Ibid.

Figure 8.11: High Pressure Gas Pipe Network in South Somerset<sup>138</sup>



## Gas Distribution

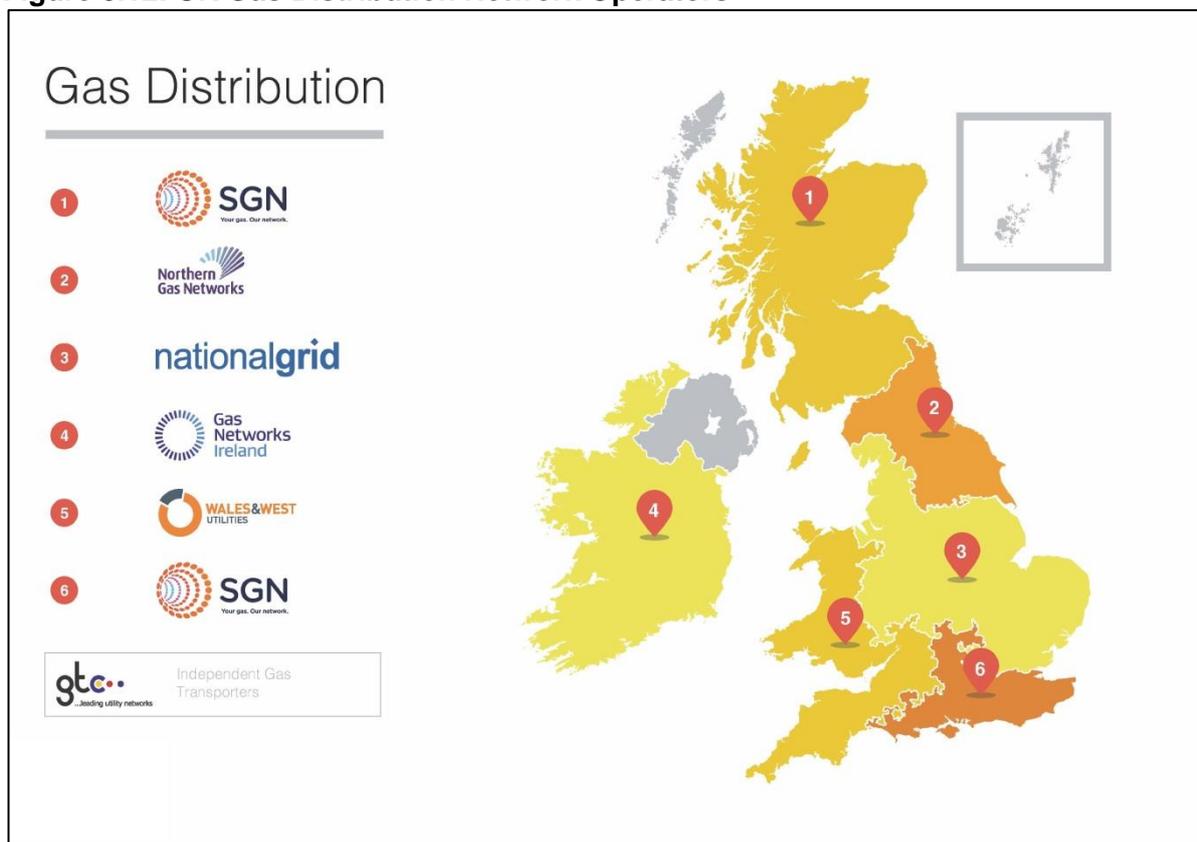
- 8.52 At the regional and local level gas is managed and distributed by a number of different Gas Distribution Networks (GDNs). There are eight licensed distribution GDNs in the UK and each is responsible for a regional distribution services area. The coverage of the GDNs across the UK is set out in Figure 8.12.
- 8.53 In addition there are six smaller networks owned and operated by Independent Gas Transporters (IGTs).<sup>139</sup> These are located within the areas covered by the GDNs and are directly connected to the GDNs via a Connected System Entry Point or indirectly to the GDN via another IGT. Although domestic, industrial and commercial premises are connected to IGT networks, new housing and commercial developments form the largest share of the IGT market. It is estimated that the number of consumers connected to IGT networks is around one million.
- 8.54 Since the GDNs are natural monopolies they are regulated by OFGEM to protect consumers from potential abuse of monopoly power. In order to be able to distribute gas through the systems, GDNs and IGTs must hold a licence. The licences contain conditions which, among other things, limit the amount of revenue which these

<sup>138</sup> Source: National Grid.

<sup>139</sup> There are six IGTs: GTC Pipelines, Independent Pipelines, ES Pipelines, Energetics, Fulcrum Pipelines, Indigo Pipelines Limited.

companies can recover from their customers. The only GDN operating in South Somerset is Wales and West Utilities Limited.

**Figure 8.12: UK Gas Distribution Network Operators<sup>140</sup>**



### **Wales and West Utilities Limited**

8.55 Wales and West Utilities Limited (WWU) own and operate the distribution network in Wales and the South West of England. WWU’s distribution network can be sub-divided into three Local Distribution Zones (LDZs) which are in turn supplied by seventeen National Transmission System (NTS) offtakes, and two non-NTS. The three LDZs are the: South West, Wales South, and Wales North. South Somerset falls within the South West LDZ. The South West LDZ is further sub-divided into three distinct systems, categorised as the: Northern System, Central System, and Southern System. The maps in figures 8.13 and 8.14 show the relevant NTS and LDZ for South Somerset.

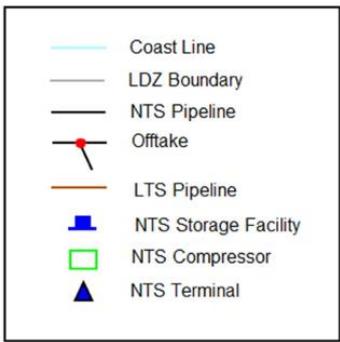
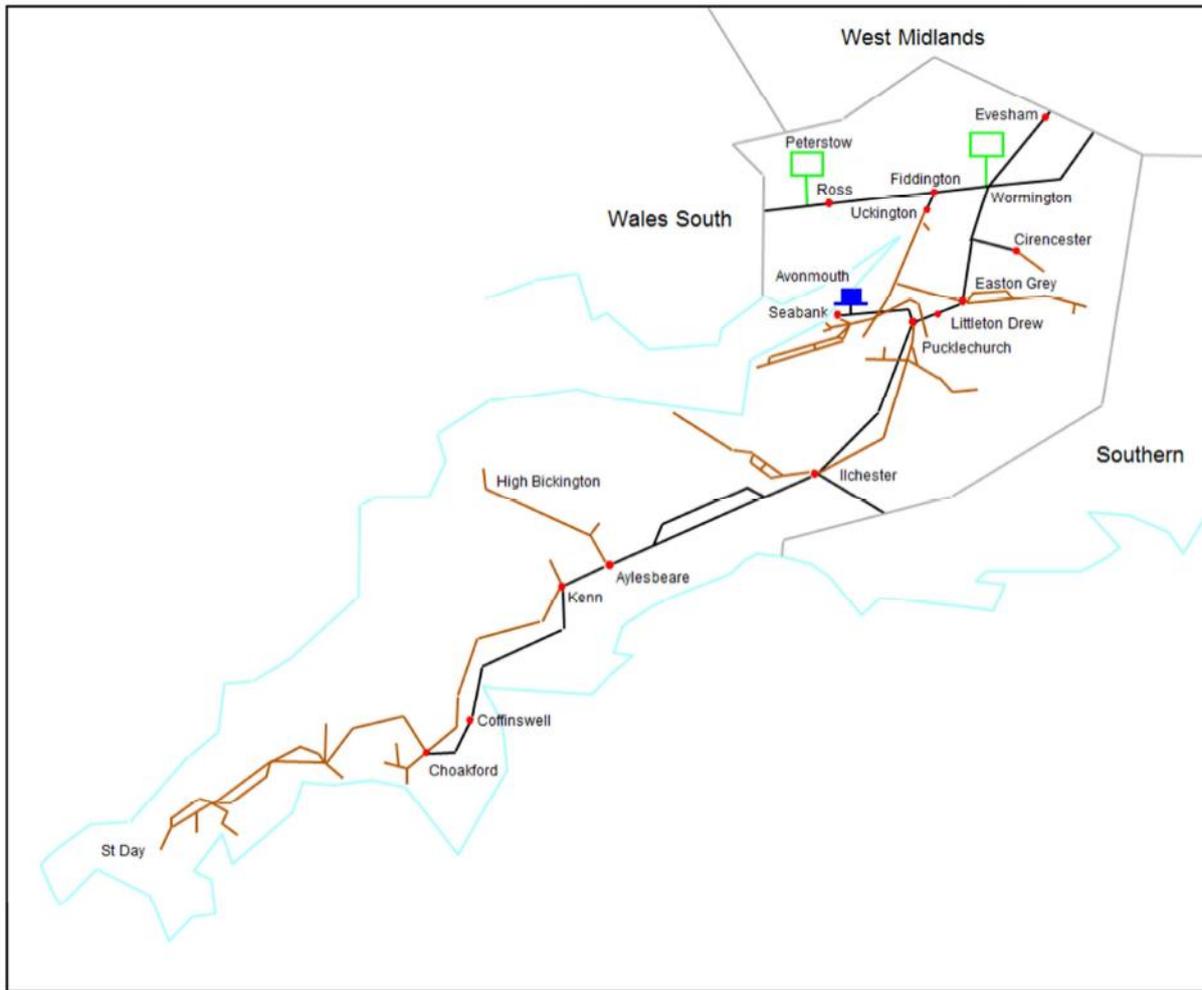
8.56 WWU’s overview of the challenges and opportunities across its network are set out in their Long Term Development Statement (October 2014). The purpose of this document is to outline their assessment of the future use of our gas distribution network and highlight any investment requirements. The assessment is based on annual and peak supply and demand forecasts for gas usage in Wales and the South West of England.

8.57 Across the whole of WWU’s operational network they predict a general decrease in demand; however, within the South West LDZ they predict a decrease in annual

<sup>140</sup> Source: Energy Networks Association (May 2015).



**Figure 8.14: Wales and West Utilities Coverage Area – South West LDZ (which includes South Somerset in the “Central system” of the South West LDZ)<sup>142</sup>**



<sup>142</sup> Source: Wales and West Utilities.

## Planned and Future Infrastructure Requirements

### Water Supply

- 8.60 WW prepare a Long Term Development Strategy (LTDS)<sup>143</sup> which sets out the company's strategic investment priorities. The current LTDS sets out the company's vision for how it will improve the network between 2015 and 2040. The LTDS provides the context to inform the preparation of shorter term, five-year business plans. WW are required to prepare a business plans every five years and submit it to the water regulator Ofwat. WW's business plans reflect the funding necessary to operate the business and to undertake new investment. WW is currently delivering on the 2015 to 2020 business plan.
- 8.61 From a regulatory perspective, Ofwat has finished its price review for the control period 2015 to 2020 (also known as Asset Management Plan Period 6). Ofwat's intention is to realise a 5% cut in water prices, which sets the tone for what WW will be required to do in its own business plan. WW has since finalised its business plan for 2015 to 2020 and has agreed a series of performance commitments with Ofwat.
- 8.62 WW is also required to prepare a Water Resource Management Plan (WRMP)<sup>144</sup>. The WRMP aligns with the LTDS and sets out how WW will meet demand and protect the environment over the next 25 years. Water companies have a statutory duty to prepare an updated WRMP every five years. They are submitted to Defra and reviewed by the Environment Agency and Ofwat, and are also subject to public consultation. The plan is also a key component of WW's business plan for the regulatory price review as it identifies water resources investment needs.
- 8.63 The WRMP takes account of demand projections for population and housing growth, and changing patterns in demands and water use from households and businesses. This is compared against an assessment of potential changes to the yields available from available water sources, including assessing the potential impacts of climate change.
- 8.64 A headroom allowance is made for uncertainties in the forecasts and WW then calculate whether there will be a balance between supply and demand over the 25 year planning period. If deficits are forecast to occur at any time then it is necessary to appraise a range of options to either manage demand down, or increase available supplies and select the most appropriate measure(s) to ensure the balance will be restored.
- 8.65 The forward looking analysis takes account of the parallel work being carried out to develop the water supply grid and make 25 MI/d of licence reductions in order to improve river flows. WW's calculations forecast that they will have a surplus of supply over demand for the next 25 years.
- 8.66 WW's business plan (2015 to 2020) sets out how they will develop the water supply grid to effectively manage supply both now and in the future. The water supply grid

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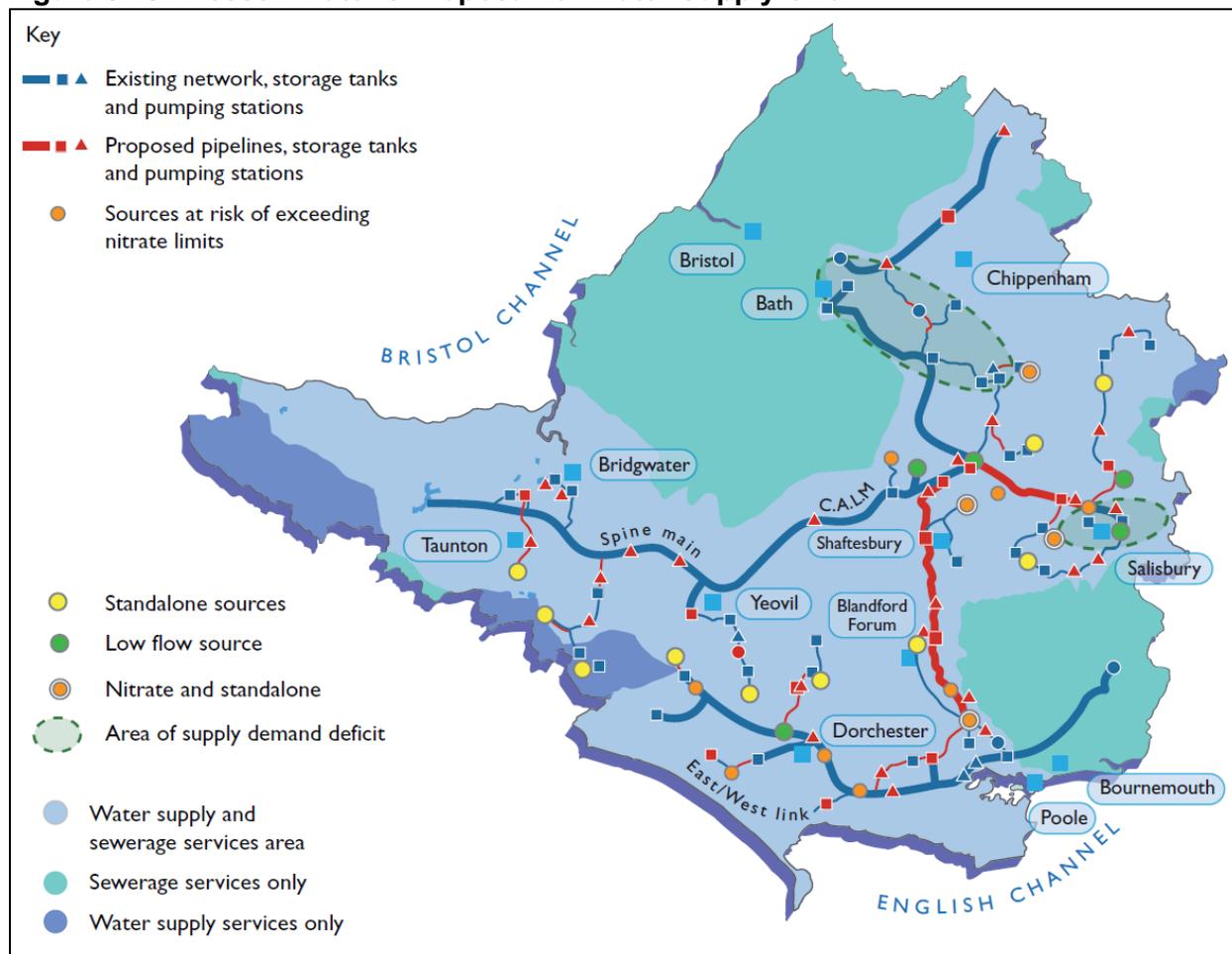
<sup>143</sup> Wessex Water – Long Term Development Strategy (2015 – 2040): <http://www2.wessexwater.co.uk/about/threecol.aspx?id=136>

<sup>144</sup> Wessex Water – Water Resource Management Plan (June 2014): <https://www.wessexwater.co.uk/waterplan/>

involves a series of schemes that will help meet future demand for water without the need to develop new resources. It will take eight years to complete and the programme of work comprises more than 30 individual schemes across Somerset, Wiltshire and Dorset.

- 8.67 By providing new infrastructure links the intention is to create an integrated grid that is capable of redistributing surplus water to where it is needed. A new water supply pipe will be constructed to transfer water from the south of WW's coverage area in Dorset through to Salisbury in Wiltshire, via Blandford and Shaftesbury (shown in Figure 8.15). Whilst this infrastructure upgrade does not directly fall within South Somerset, it will have a positive impact on the supply of water in WW's coverage area and should ensure the long term availability of water within the district.
- 8.68 WW has confirmed that upgrades to the water supply grid in **Yeovil** will ensure sufficient supply. Upgrades and improvements will be delivered over the period 2015 – 2018 and will be funded directly by WW.
- 8.69 Work carried out in relation to the **South Yeovil Sustainable Urban Extension** ("Keyford") has identified that no water infrastructure exists within the site boundary and that there is no need for any diversionary works. Working in conjunction with WW, the developer has identified two connection points to the existing water-main. The indicative costs of these works is approximately £300,000. At present, WW has stated that no reinforcement of the water supply network is required; however, when the development reaches the detailed planning application stage, WW will re-confirm their position.
- 8.70 Less detailed assessment work exists for the **North East Yeovil Sustainable Urban Extension** ("Upper Mudford"). However, the developer has identified that no water infrastructure exists within the site boundary. Ongoing discussions are taking place with WW to confirm the viable connection points for the site and what, if any, reinforcement may be required. When the development reaches the detailed planning application stage, WW will re-confirm their position.
- 8.71 Correspondence with WW has also indicated that the growth proposed in **Chard** will result in the need for a new Chard Spine Main to ensure sufficient water supply in the future.
- 8.72 At a more strategic level, in creating a fully integrated water supply grid, WW will upgrade the stretch of water supply network from Whitesheet to Tetton Park. This work will include creating an additional reservoir at Odcombe, and a pumping station to boost supply at Kingsdon.

**Figure 8.15: Wessex Water’s Proposal for Water Supply Grid<sup>145</sup>**



8.73 In addition to the more traditional methods of improving and securing the future supply of water for the area, WW is working with partners to adopt a catchment-wide management approach to safeguard the availability and quality of groundwater and surface water. Catchment management involves proactively working with land-based businesses and landowners in those areas which affect boreholes and aquifers to stabilise and then reduce the levels of contaminant at each source so no additional treatment is required.

8.74 Within South Somerset, WW have committed to a £15m investment in water quality improvements at Sutton Bingham water treatment works. In addition, WW are investigating the effect of the reservoir impoundment at Sutton Bingham on good ecological potential to continue to comply with the Water Framework Directive.

<sup>145</sup> Source: Wessex Water.

## Stand Alone Water Supply Sources

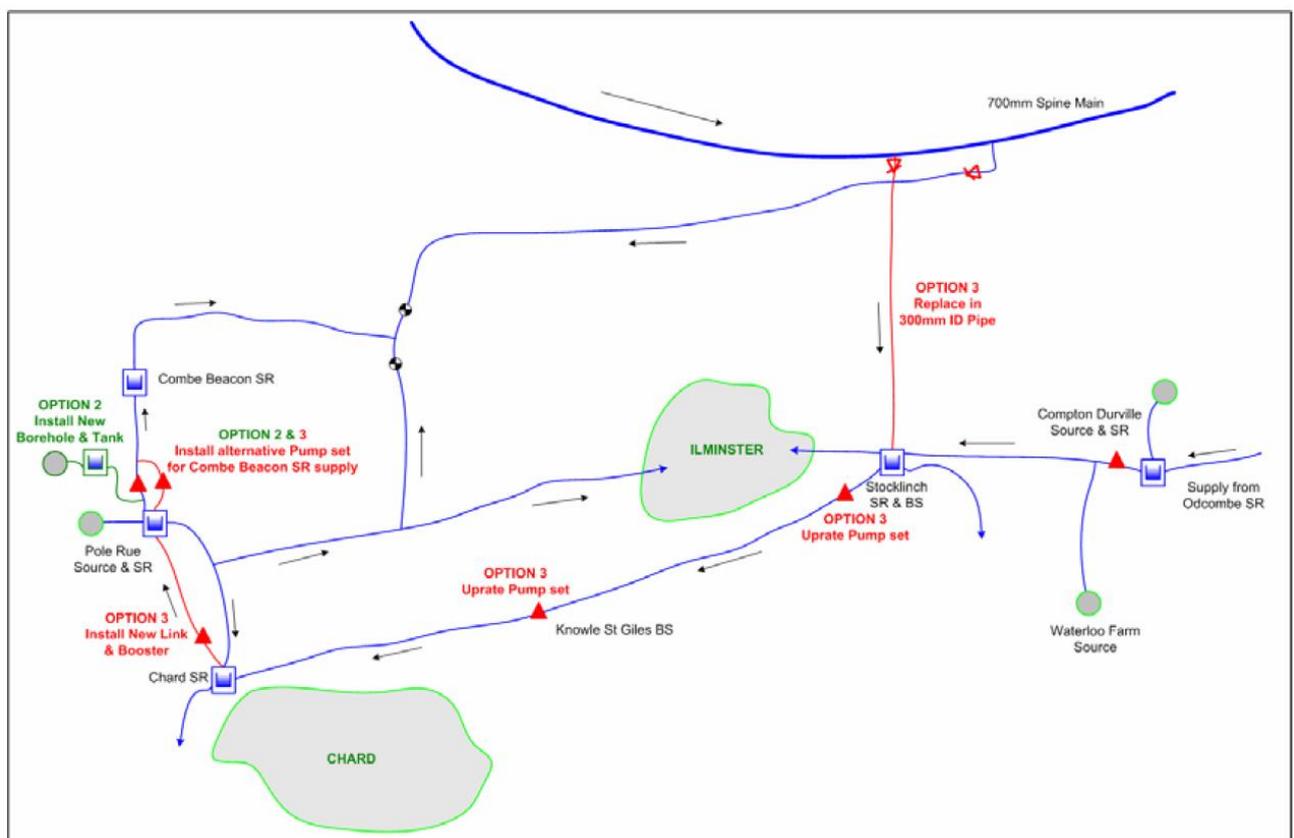
8.75 There are two sources of water supply in South Somerset which are stand alone and serve small, mainly rural areas and are not as well connected to the rest of WW's main water supply grid.

### Pole Rue

8.76 Pole Rue is a borehole source located near the village of Combe St Nicholas north-west of Chard close to the Somerset – Devon border. The source provides 4MI/d to adjacent rural areas for which there is no alternative supply at present.

8.77 An assessment of the availability of alternative water resources identified that utilising the Somerset Spine Main as part of integrating the network is considered to be the only viable option.

**Figure 8.16: Wessex Water's Proposal for Water Supply in Pole Rue<sup>146</sup>**

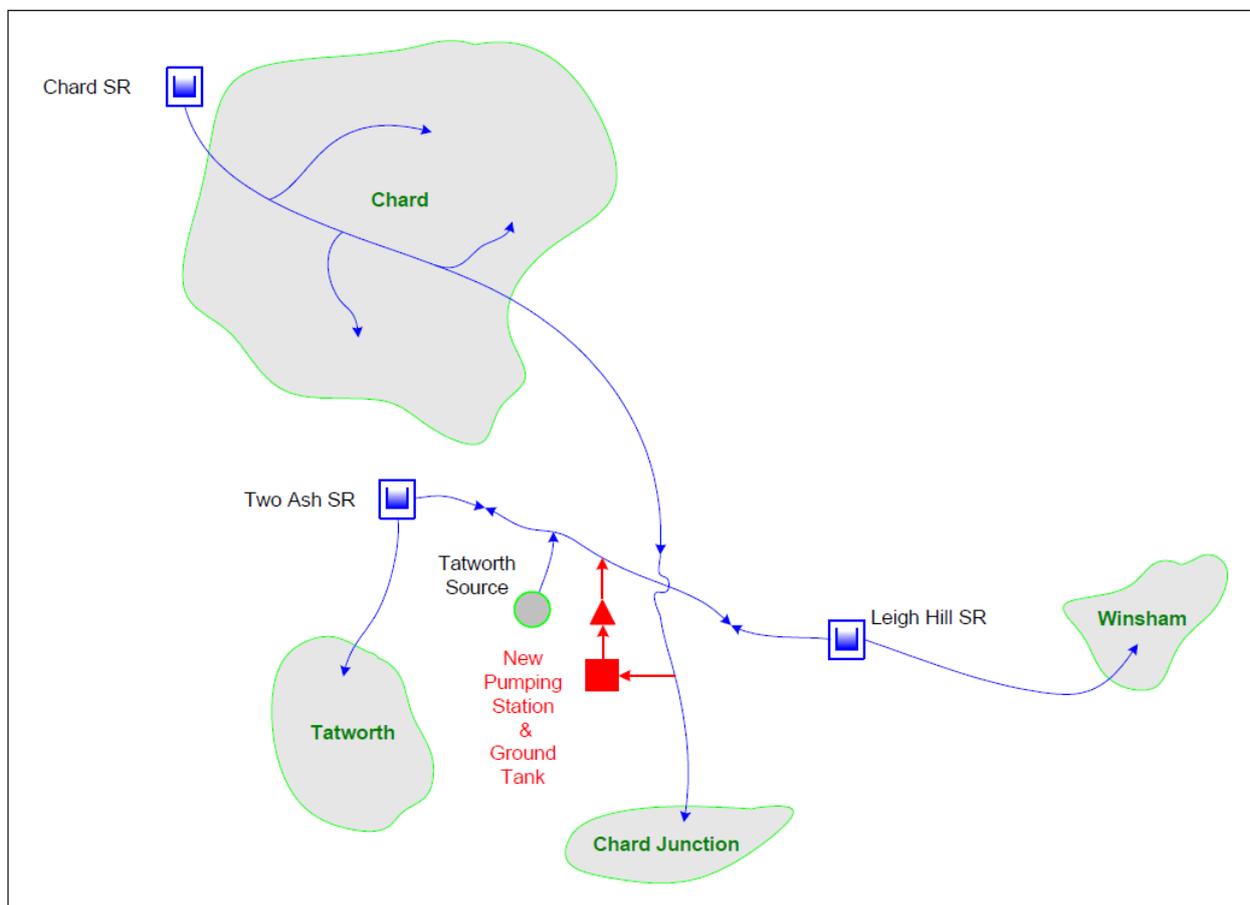


<sup>146</sup> Source: Wessex Water.

## Tatworth

- 8.78 Tatworth Water Treatment Works (WTW) is small borehole source located south of Chard, close to the boundary with Devon. The source produces on average around 1 MI/d which is supplied to the village of Tatworth and the surrounding rural area via two services reservoirs at Two Ash and Leigh Hill.
- 8.79 Given Tatworth's location on the edge of WW's supply area and the existing connectivity with the adjacent Chard system, the only viable option for providing a back-up supply to Tatworth is from the Chard system. There is not sufficient headroom in the Chard trunk mains to supply direct to Two Ash and Leigh Hill service reservoirs, and therefore it is proposed to build a new ground tank and re-lift pumping station at the Tatworth WTW to enable Chard water to be supplied into the Tatworth system when the source is unavailable.

**Figure 8.17: Wessex Water's Proposal for Water Supply in Tatworth<sup>147</sup>**



## **Wastewater, Sewerage and Sewage**

- 8.80 WW's plan for improving efficiency and delivering improvements is set out in their five-yearly business plans. Realising improvements in the management of wastewater and drainage is complex, with aspirations for maintenance and efficiency tempered by the sheer scale of existing infrastructure and the legacy of hundreds of years' worth of provision.

<sup>147</sup> Source: Wessex Water

- 8.81 WW model the deterioration of its sewerage infrastructure, and the current data demonstrates that the rate of deterioration of assets exceeds the current planned rate of replacement / rehabilitation. Ideally, WW have stated that they would invest sufficiently to replace the sewerage infrastructure at the rate of deterioration. However, the business plan (2010 to 2015) concludes that a more pragmatic solution is required and that investment to ensure renewal rates equal deterioration rates could not be reached in the five year period.
- 8.82 WW do recognise that this short-term solution does not represent a sustainable long-term answer. As such, the longer term objective is to understand the life expectancy of the assets through WW's deterioration modelling and to invest capital as cost-effectively as possible, at the rate the assets deteriorate beyond serviceable life.
- 8.83 Having carried out a high-level assessment of 68 towns which are anticipated to significantly grow over the next 20 years, WW has identified 350 sewerage schemes where it is possible to await the outcome of certain circumstances before carrying out significant investment. WW describe these as a 'defined contingent' category of investment.
- 8.84 For South Somerset, a 'defined contingent' sewerage scheme has been identified near **Yeovil**. The rationale for this project is because of the scale of development identified for Yeovil, and the fact that the existing off-site sewers do not have capacity to serve this development. The most sustainable solution is to upsize the existing sewer. Laying a parallel sewer was considered but deemed not possible due to other utilities services obstructing the engineering works.
- 8.85 WW assume that surface water disposal will generally be undertaken by developers and at no cost to WW. However, where off-site surface water improvements are likely to be required, these have been included in the costings where it is probable a developer will requisition the works.
- 8.86 Where there are no public surface water sewers, it is assumed that the developer will provide surface water sewers and obtain permission to discharge to a suitable watercourse, swale or soakaway. This presumption is based on the Environment Agency's promotion of sustainable solutions, so that the connection of surface water runoff to foul/combined public sewerage will be the last resort. It has been assumed that this policy will be enforced for all new sites and no deliberate runoff will be discharged to the foul/combined system.
- 8.87 Surface water drainage occurs when rainwater falls on a property and drains away. Most rainwater falling on properties drains into public sewer network owned by WW. Given increased instances of severe rainfall and flood events, the Government has committed to the greater use of more sustainable measures to manage surface water drainage. This includes the use of Sustainable Drainage Systems (SuDS) in all new residential development over 10 dwellings, as discussed in more detail in Chapter 7 of this report.
- 8.88 If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for

domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning.

- 8.89 Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility for (adopt) self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation (SLO) that carries out the work.
- 8.90 In terms of specific network enhancements in South Somerset, discussion with WW has revealed that their investment plans are built around the planned growth targets and allocations provided in the Local Plan, linked to their five-yearly price review period. The programmed improvement works are identified below and reflected in the Schedule (Appendix 1), with a range of schemes supporting development allocations in Yeovil and Chard.

**Figure 8.18: WW’s planned investment in Yeovil and Chard**

<b>Settlement</b>	<b>Investment / Infrastructure Upgrade</b>
<b>Yeovil – Brimsmore</b>	Upsize existing sewers (2015-20). Cost: £500k New off-site mains sewer (2016 – 17). Cost: £750k New booster station (2016 – 17). Cost = £500k
<b>Yeovil – Lufton</b>	New off-site sewer (2016 – 17). Cost: £750k
<b>Yeovil – South Yeovil Sustainable Urban Extension</b>	New off-site sewers (2018 – 2025). Cost: £500k
<b>Chard</b>	Request SSDC to advise upon site allocations Chard Spine Main – water supply (2015 – 2025). Cost: >£1m Off-site sewers (2015 – 2025). Cost: £750k

- 8.91 For the remaining Market Towns, Rural Centres, Rural Settlements and rest of the district, WW have advised that a range of capacity improvements will be required to upgrade existing networks as cumulative catchment growth triggers upsizing works. This will be realised as and when development schemes come forward, but are expected to occur between 2015 and 2025. WW have indicated that the current level of growth envisaged for the local market towns is over and above expected levels. Whilst this is not currently a ‘show-stopping’ issue in terms of impacts on WW’s infrastructure, it does pose a problem in terms of proactively managing the effects on the network and gaining a true understanding of capacity issues and the overall level of demand.
- 8.92 In addition, WW have, in considering their long term sewage treatment plan undertaken an initial high-level assessment of all 405 STWs followed by a more detailed appraisal of nearly 100 STWs which are potentially facing issues related to historical or planned future demand growth. The high-level assessments concluded

that for approximately 77% of the STWs investment required for demand growth was highly improbable, and hence could be excluded from the investment programme.

- 8.93 However, WW has confirmed that there are some STWs which require a detailed Strategic Enhancement Plan to assess the need for investment due to demand growth, including for **Yeovil (Pen Mill) STW**. Where it is clear that investment is definitely required, they are identified as a ‘defined’ scheme.
- 8.94 For Langport STW, the historical and future demand growth arising from a trade discharge has resulted in the need for an additional treatment unit (filter) – this capacity scheme is now complete, although further work may be required subject to trade effluent flows at the STW. In Castle Cary, the historical and future demand growth, as well as biological over-loading of existing plant means that an additional treatment unit – rotating biological contactor (RBC) is required. Again, this work has now been completed.
- 8.95 Correspondence with WW has highlighted requirements and plans for improvements in infrastructure for each settlement, shown below and incorporated into the Infrastructure Schedule (Appendix 1).

**Figure 8.19: WW’s planned improvements to Sewage Treatment Works in South Somerset**

Settlement	Committed infrastructure improvements <sup>148</sup>
Yeovil	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Chard	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Crewkerne	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Ilminster	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Wincanton	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Somerton	None identified
Langport/Huish Episcopi	Langport STW – capacity scheme now complete, but possible further work subject to trade effluent flows
Bruton	None identified
Ilchester	None identified
Martock	None identified
Milborne Port	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
South Petherton	Treatment works scheme 2020-25 (subject to growth and water quality objectives)
Stoke-sub-Hamdon	None identified
Rural Settlements / Rest of District	Treatment works scheme 2020-25 (subject to growth and water quality objectives)

- 8.96 Correspondence with WW has revealed that existing sewerage networks have limited capacity to meet development growth. Extending these networks to serve new

<sup>148</sup> Wessex Water have indicated there is a reduced probability of works necessary at Ilminster and South Petherton.

development will increase demand. As sites are promoted through the planning system WW will be working with developers to carry out capacity appraisals. Phased improvements are likely to be required to match the rate of development for the larger allocations. Sewage treatment works operate with longer term planning horizons. These assets provide some redundant capacity to meet longer term growth beyond the plan period. However water quality improvements may require further investment as environmental standards are tightened to meet the Water Framework Directive.

- 8.97 WW have suggested that South Somerset (as Local Planning Authority) can support the effective upkeep and improvement to the network by requiring planning conditions that accompany planning permissions to agree a foul water drainage strategy with WW. This process will ensure that WW are able to provide proper consideration to the planning and funding arrangements for upgrading works.

## **Electricity**

### ***Western Power Distribution South West***

- 8.98 The overall stance from WPDSW is to maximise the use of their existing assets with the minimal amount of capital investment. The WPDSW Long Term Development Strategy (November 2014) does not set out any specific strategic infrastructure improvements within South Somerset. However, it is likely that local reinforcement of the network would be required over the lifetime of the local plan period (up to 2028).
- 8.99 In discussion with WPDSW, it has been confirmed that that there is sufficient capacity within the existing network to accommodate the impacts of the proposed level of growth in the following locations:
- Chard;
  - Crewkerne;
  - Ilminster;
  - Langport / Huish Episcopi; and
  - Somerton.
- 8.100 However, WPDSW have identified some concern over the ability of the existing infrastructure to accommodate the scale of growth envisaged in the following locations:
- Martock / Bower Hinton;
  - South Petherton; and
  - Stoke-sub-Hambdon.
- 8.101 These locations are fed directly from WPDSW's primary substation in Martock and some local reinforcement may be likely to support development proposals. The cost of any reinforcement will be charged in accordance with WPDSW's charging

methodology and the financial burden will be placed upon the incumbent developer / applicant.

- 8.102 Based upon initial discussions and a general understanding of local reinforcement it is expected that the average costs associated with this will be approximately £500,000 to £750,000. However, this is subject to variation depending upon the size and complexity of the proposed development. As noted, any costs will be borne by the developer associated with a scheme(s) that trigger the reinforcement.

### ***Southern Electric Power Distribution***

- 8.103 There are no constraint areas for accepting new generation or load. However, background fault levels at most voltages are generally high. This is due to a higher fault infeed from the 400 kV transmission system and the lower impedance of the distribution system.
- 8.104 The amount of embedded generation connected to the distribution system at various voltages across the whole area served by SEPD increases the levels of fault across the network. SEPD has indicated that growth in 'greener' energy generation is likely to increase the level of fault across the network, but that they are developing a response programme to cater to this increase.
- 8.105 Demand is recorded at each of the substations in South Somerset, with the annual maximum demand used as a benchmark for future demand. Additional load factors, stemming from large known development are also factored into future capacity. Higher load requirements can often be supplied by using load transfers or mobile or local generation.
- 8.106 Work carried out in relation to the South Yeovil Sustainable Urban Extension ("Keyford") has identified that off-site reinforcement is required, including new twin 11kV feeds to the site. There are also two existing overhead lines which cross the site that will need to be placed underground.
- 8.107 The developer has discussed the proposal with SEPD and has received a provisional estimate of costs, and a proposed route from SEPD's nearby local 33kV sub-station (at West Hendford) to the site for the proposed two kilometre twin 11kV feed. The estimated costs are approximately £1.2million to £1.5million.
- 8.108 SEPD has confirmed that approximately 100 dwellings can be served on a temporary basis in the northern part of the "Keyford" site, without the need for reinforcement or the installation of the new 11kV feeds.
- 8.109 Less detailed assessment work exists for the North East Yeovil Sustainable Urban Extension ("Upper Mudford"). However, the developer has identified that two overhead power lines cross the site, one at 33kV and one at 11kV. Both lines will be re-routed around the eastern part of the site or buried underground.

## **Gas**

- 8.110 In terms gas infrastructure, the stated position by WWU is that demand is reducing and will do so for the long term. As such, their LTDS clearly states that no new load growth investment has been set out for the forecasting period.
- 8.111 Based upon initial discussions and a general understanding of local reinforcement it is expected that the average costs associated with this will be approximately £150,000 to £250,000. However, this is subject to variation depending upon the size and complexity of the proposed development. As noted, any costs will be borne by the developer associated with a scheme(s) that trigger the reinforcement.
- 8.112 Work carried out in relation to the South Yeovil Sustainable Urban Extension has identified that no gas infrastructure exists within the site boundary and that there is no need for any diversionary works. A connections point for the site has been identified in conjunction with WWU. This will be with the existing low pressure gas-main located on Dorchester Road. This low pressure gas-main will require reinforcement, which WWU have indicated will be included in their programme of works. The estimated cost of the proposed work has been defined by WWU as approximately £220,000.
- 8.113 Less detailed assessment work exists for the North East Yeovil Sustainable Urban Extension. However, a high-pressure gas pipeline, operated by National Grid Gas, is in the vicinity of the site. The developer is taking account of the proximity to the high pressure gas main in the design and layout of proposed residential and employment development on the site.

## **Conclusion**

- 8.114 Overall across the utilities industry, there are not any major 'show-stopping' issues which would prevent the identified growth within the South Somerset Local Plan (2006 – 2028) from being accommodated. Legislative, regulatory and commercial influences result in the privatised companies responsible for provision keeping pace with demand as well as bringing about efficiencies and network improvements for customers.
- 8.115 However, there are aspects which will require further consideration in the medium to longer term – these are discussed below.

## **Water Supply**

- 8.116 Wessex Water's wholesale and long term investment in the water supply grid means that water supply is set to out-pace demand for the next 25 years. Therefore the focus in the medium to longer term should be on the measures that can be adopted to reduce water consumption amongst residents and businesses to achieve a more sustainable consumption of water in South Somerset.

## **Wastewater / Sewerage / Sewage**

- 8.117 There is a need to monitor the current and future levels of growth in the identified market towns of South Somerset to ensure that capacity meets demand. The level of recent growth over a relatively short period of time has led to expectations of demand exceeding previous assessments. To ensure that this does not generate a problem in the longer term, South Somerset will liaise with Wessex Water to seek comments

and, where appropriate, site-specific assessments as and when further development applications are received. At the same time, South Somerset will set out planning conditions for new developments so that developers will be required to agree a foul water drainage strategy where requested by Wessex Water through planning consultations.

- 8.118 Some specific concerns exist about the sequence and timing of development in Chard and its potential effects on the Sewage Treatment Works. The town has a comprehensive masterplan, but in reality it is expected that development will occur site-by-site, and therefore the specific capacity requirements for each site can be ameliorated through on-going dialogue with Wessex Water.

### **Electricity**

- 8.119 Within the Western Power Distribution network there are some identified concerns over the ability of the existing infrastructure to accommodate the scale of growth envisaged in: Martock / Bower Hinton, South Petherton, and Stoke-sub-Hambdon. It is likely, in the short to medium term, that some local reinforcement may be needed to support development proposals. The cost of any reinforcement will be charged in accordance with WPDSW's charging methodology and the financial burden will be placed upon the incumbent developer / applicant.

- 8.120 Within the Southern Electric Power Distribution network there are on-going discussions over large-scale development sites and the provision of local reinforcement in the electricity network. Costs will be borne by the developer responsible for the build-out of the site.

### **Gas**

- 8.121 In line with other areas in Wales and West Utilities' coverage area, demand in South Somerset is reducing. This trend is expected to do so over the medium to long term as attitudes and behaviour switches to more frequent use of electricity. There are no identified issues with the current network and its ability to accommodate future planned growth, and there are no identified upgrades or investments set out by WWU.

## 9. Telecommunications

### Key messages

- **The general principle with telecommunications, as with other utilities, is that services are provided as required, on a commercial basis with companies requiring a profit in return for their investment.**
- **Technology is improving fast, and the market has been successful in delivering broadband at increasingly fast speeds at a reasonable cost for much of the population. However, there are areas across the District where the provision of superfast broadband is not commercially viable.**
- **Market competition for broadband provision is not particularly good in South Somerset, with areas in the north east of the District having relatively poor broadband availability in terms of market providers.**
- **The Heart of the South West LEP and Connecting Devon and Somerset programmes will continue to work to improve telecommunications issues in rural areas across the District.**
- **The small business sector in the district appears to be more concerned about the final cost of broadband connection to premises, which can be inhibiting; rather than a lack of available superfast broadband.**
- **Superfast broadband should be connected to 90% of premises in the area covered by the Connecting Devon and Somerset programme by 2016; and at least 95% by the end of 2017.**
- **Ofcom figures show that across Devon and Somerset, 4G mobile coverage is well below average for local authorities across the UK.**
- **BT has not raised any concerns regarding their ability to deliver infrastructure on the basis of the growth proposals for South Somerset. Virgin Media have no specific broadband developments planned for the District at present.**
- **Access to superfast broadband and mobile telecommunications should be regarded as an essential utility for all new homes and businesses. Developers will need to take this into account within their plan. This will involve liaising with both the telecom provider and the Council to determine the appropriate solution for the development and the availability of the nearest connection point to high speed broadband.**

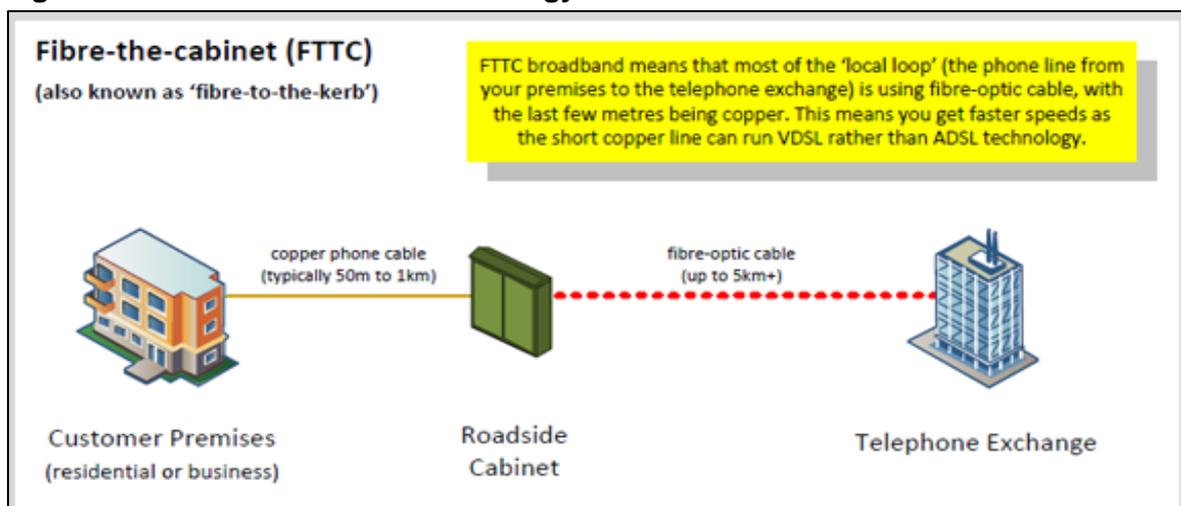
### Definition

- 9.1 Telecommunications covers a range of services including telephones via landlines, broadband, mobile (voice, text and data) 2G, 3G and 4G, digital television, and digital radio. Whilst recognising the varying types of telecommunications and digital infrastructure, this chapter focusses on the provision of fixed broadband and mobile telecommunications.

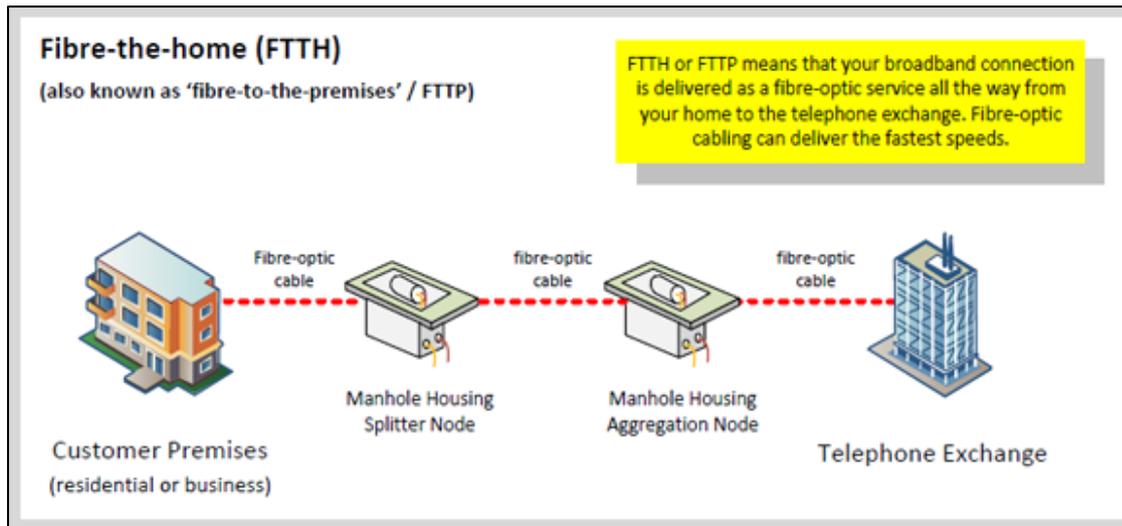
## Fixed Broadband

- 9.2 Broadband is a term normally meaning higher-speed connection to the internet. Alongside price, speed is one of the key factors people consider when it comes to choosing broadband. Broadband speed is measured in Mbps meaning the rate at which data is transferred either from or to a website. Superfast fixed broadband (in excess of 24 Mbps) networks are a key element of digital infrastructure, not only providing high-speed fixed connectivity but facilitating wireless connectivity too. Superfast broadband provides speeds which mean that households with numerous connected devices (such as tablets, phones, TV's, PCs, and games consoles) can simultaneously upload and download content.
- 9.3 There are various technologies to provide broadband, the three main ones being:
- **Conventional broadband services:** these were launched in the UK in 2000, using ADSL (Asymmetric Digital Subscriber Line) copper line. The broadband is carried through copper cable from the BT exchange to local (green) street cabinets. ADSL is available across most of the UK. The technology has had several improvements over the years, but ultimately the service and speeds available at premises will depend on the copper line distance between an exchange and premises. There is potential for speeds of up to 20 Megabits per second (Mbps).
  - **Fibre to the Cabinet (FTTC):** is where fibre optic cables have been laid to new cabinets from the exchange, and then copper runs to the premises. This is known as the 'next generation broadband' and speeds in excess of 24 Mbps can be obtained using this technology as fibre optic cables are immune to interference and do not suffer attenuation (loss) of signal.
  - **Fibre to the Home/Premises (FTTH/FTTP):** is another fibre technology that exists and can offer speeds of up to 330 Mbps. The speeds are high as there is no copper cable between the exchange and the premises to restrict data transmission. These are much more expensive to install.

Figure 9.1: Fixed Broadband Technology<sup>149</sup>



<sup>149</sup> Source: [www.thinkbroadband.com](http://www.thinkbroadband.com)



## Mobile Telecommunications

9.4 Mobile telephony is the provision of telephone services to phones which may move around freely rather than stay fixed in one location. Mobile phones connect to a terrestrial wireless network of base stations (cell sites), whereas satellite phones connect to orbiting satellites.

## Statutory and Policy Context

### National

9.5 The Government recognises the economic and social benefits of high quality communications infrastructure, and therefore one of its strategic priorities is to establish world-class connectivity throughout the UK.<sup>150</sup> This is being achieved through the following measures:

- **Investing in broadband:** the Government has committed to investing £1.6 billion of public funds to extend superfast broadband to 95% of premises in the UK by 2017.<sup>151</sup> Additionally they are currently exploring with industry how to expand coverage further, using more innovative fixed, wireless and mobile broadband solutions, in order to reach at least 99% of premises in the UK by 2018. The Summer Budget 2015 included an allocation of up to £10m to the broadband programme from April 2016, with priority given to those delivering speeds of 100mbps and above.
- **Supporting mobile telecommunications:** £150 million has been invested to improve mobile voice coverage across the UK, in poorly-served, mainly rural areas. The aim is to cover as many not-spots as possible, providing a boost to local economies and equal access to mobile services across the UK (Mobile Infrastructure Project - MIP).
- **Making infrastructure deployment easier:** there is a pledge to remove the barriers and red tape so that rollout of this vital infrastructure is not unnecessarily

<sup>150</sup> Connectivity, Content and Consumers: Britain's digital platform for growth, July 2013

<sup>151</sup> The £1.6bn figure is comprised of £1.2bn of local and national funding for rural areas, £150m Urban Broadband Fund, and the £250m announced in the Spending Review, to be locally match-funded, to extend superfast broadband to 95% of UK premises by 2017.

delayed by planning refusals, or confusion when carrying out street works, or by long running legal issues over access to private land.

- **Developing a UK digital communications infrastructure strategy:** the Government recognises that as technology continues to develop, there is an ever greater demand on bandwidths and for ever faster connection speeds. They have therefore worked in partnership with industry experts to develop a UK strategy for digital infrastructure – see following paragraph.

- 9.6 Digital communications evolve at an enormous rate. The Digital Communications Infrastructure Strategy (March 2015) recognises this, and hence its ambition that nearly all premises should have access to ultrafast broadband (100Mbps) will be reviewed annually with a formal review in 2018. By 2025, it is envisaged that 5G networks will be deployed in the UK, and the Government intend to be at the forefront of this technology.
- 9.7 The NPPF (para 42-46) is supportive of high quality communications infrastructure and is clear that LPAs should support the expansion of electronic communications networks, including telecommunications and high speed broadband. The NPPF (para 162) clearly directs LPAs to work with other authorities and providers to assess the quality and capacity of infrastructure for telecommunications.

## **Local**

- 9.8 The South Somerset Local Plan recognises the importance of advanced, high quality communications infrastructure for economic growth, and how the development of high speed broadband technology and other communication networks play a vital role in enhancing the provision of local community facilities and services and reducing social exclusion. Similarly, the SSDC Plan 2012 to 2015 recognises the importance of Super-Fast Broadband and supports its early delivery to rural areas by December 2016.
- 9.9 South Somerset's Economic Development Strategy and the Heart of the South West LEP's Strategic Economic Plan both recognise the essential nature of broadband for the sustainability of rural communities and thriving economies. Investment in infrastructure such as superfast broadband and 4G mobile networks across the area, are a priority.

## **Current Issues and Infrastructure Provision**

- 9.10 The general principle with telecommunications, as with other utilities, is that services are provided as required, on a commercial basis with companies requiring a profit in return for their investment. The market approach to provision has meant that in relative terms, Britain is already well connected. For example, nearly 100% of households can access at least the "current generation" broadband, and mobile networks reach over 99% of households.<sup>152</sup> However, it is widely recognised that rurality issues exist and these are covered later in this chapter.

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<sup>152</sup> <http://stakeholders.ofcom.org.uk/market-data-research/other/telecoms-research/broadbandspeeds/infrastructure-report-2012/>

## Fixed Broadband

- 9.11 The market has been successful in delivering broadband at increasingly fast speeds at a reasonable cost to the population, but there are areas in which the provision of superfast broadband is not commercially viable. The Government has been making significant investments in broadband right across the UK since 2010, to dramatically increase speeds and improve coverage of superfast fixed and mobile broadband (see below for investment in broadband).
- 9.12 The underlying infrastructure providing fixed broadband services in South Somerset and the UK is owned by either BT Openreach or Virgin Media, with the majority being owned by BT Openreach. The local loop network (including ducts, poles, cables and exchange buildings) is used to deliver the Public Switched Telephone Network (which allows any telephone in the world to connect to another), and broadband services.
- 9.13 BT is subject to a regulatory obligation (the Universal Service Obligation) which requires them to provide a telephone line to any household that requests one, subject to a reasonable cost limit. The Universal Service Obligation also requires that a telephone line must support “*data rates that are sufficient to permit functional internet access*”. However, this directive mainly applies to the provision of telephone services for the home, as opposed to the notion of fixed broadband for access to online services. Indeed it was introduced before broadband was prevalent in the UK.
- 9.14 The strategic BT network comprises a series of telephone exchanges with a network of cables (either copper or fibre-optics) providing services to residential and commercial properties. As at May 2015, there are 25 telephone exchanges in South Somerset.
- 9.15 Whilst BT Openreach or Virgin Media provide the underlying network infrastructure in the ground, there are a number of Internet Service Providers (ISPs) who operate in the market and facilitate access to the internet for customers and businesses. The majority of ISPs require access to BT’s network infrastructure. However, as Virgin Media own their own network infrastructure, they can provide services through their own ISP (Virgin Media, although services over 100Mbps are named Vivid).
- 9.16 The simple idea is that having a series of ISPs introduces competition into the market for the provision of access to the internet. This in turn reduces costs, and at the same time raises the quality of provision. As such, Ofcom tracks the number of ISPs within a given area to highlight competition and indicate the strength of the offer to consumers in that area.
- 9.17 Ofcom classifies different parts of the country using a Market 1, Market 2 and Market 3 system. ‘Market 3’ areas are typically home to four or more providers and usually have the lowest prices due to increased levels of competition. In comparison, ‘Market 1’ areas are where only BT Wholesale is available as an ISP. Figure 9.2 below shows that there is room for further market competition in South Somerset, with no ‘Market 3’ areas and over half (17 exchanges out of 25) only capable of being served by BT Wholesale (i.e. ‘Market 1’). The majority of exchanges in the north-east of the district only have access to BT Wholesale as an ISP.

**Figure 9.2: Ofcom Classification of Exchanges in South Somerset<sup>153</sup>**

Exchange	Serves (Approx residential)	Serves (Approx non-residential)	ADSL (2 Mbps enabled)	ADSL (8 Mbps enabled)	Virgin Media enabled	Market classification <sup>154</sup>
Bruton	1435	65	✓	✓	X	1
Buckland St Mary	395	115	✓	✓	X	1
Castle Cary	1629	119	✓	✓	X	1
Chard	6691	402	✓	✓	X	2
Charlton Mackrell	912	71	✓	✓	X	1
Chiselborough	709	31	✓	✓	X	1
Corton Denham	529	36	✓	✓	X	1
Crewkerne	5311	351	✓	✓	X	2
Ilchester	1478	71	✓	✓	X	1
Ilminster	4316	314	✓	✓	X	2
Isle Brewers	574	61	✓	✓	X	1
Langport	3273	168	✓	✓	X	2
Long Sutton	546	276	✓	✓	X	1
Marston Magna	1219	68	✓	✓	X	1
Martock	4223	225	✓	✓	X	2
Milborne Port	1248	65	✓	✓	X	1
North Cadbury	900	46	✓	✓	X	1
Somerton	2274	198	✓	✓	X	1
South Chard	1425	67	✓	✓	X	1
South Petherton	2417	134	✓	✓	X	2
Templecombe	1177	53	✓	✓	X	1
West Coker	1943	71	✓	✓	X	1
Wincanton	2853	243	✓	✓	X	2
Winsham	641	66	✓	✓	X	1
Yeovil	20,632	1,302	✓	✓	X	2

9.18 Virgin Media’s network in South Somerset is limited to the trunk network, and can be found in the following locations:

- The main trunk route, which runs from Whitestaunton along the A303, through Wincanton towards Andover;
- The second trunk route from Yarcombe, through Crewkerne and down to Beaminster; and
- The third trunk route from Holditch through Misterton, Yeovil, Sparkford, Ansford, Bruton and onwards towards Witham Friary.

9.19 Currently, Virgin Media are unable to provide access services to residential premises in South Somerset. However, they are reviewing their network expansion strategy with a view to significantly increasing the overall reach and extent of their network across the UK.

<sup>153</sup> Source: SamKnows, an Ofcom partnered website.

<sup>154</sup> Ofcom Market 1: Exchanges where the incumbent operator (BT Wholesale) is the only provider of broadband services; Market 2: Exchanges where two or three principal operators provide broadband services (including BT); Market 3: Exchanges where four or more principal operators provide broadband services.

## Mobile Telecommunications

- 9.20 Mobile usage has changed dramatically in the last decade and is still evolving. There are increasing numbers of mobile-only households and for most consumers, mobile access is now regarded as a necessity rather than a premium service. As devices become 'smarter' and offer new applications, expectations about the availability of mobile services will rise further. Despite the exponential advances in the way that we communicate with one another, voice calls are still a key communication tool from both a social and business perspective.
- 9.21 The telecommunications requirements of business and residential users differ greatly but it is clear that good digital and mobile infrastructure is a vital ingredient for growth, especially in more peripheral areas. Numerous studies have shown the economic and social benefits of digital infrastructure, including the UK broadband Impact Study which shows for every £1 invested, the UK economy benefits by £20.<sup>155</sup> Likewise, a study by Capital Economics demonstrated that 4G roll out could boost the UK economy by 0.5%,<sup>156</sup> hence its importance to the future development of South Somerset.
- 9.22 According to Ofcom, 95% of households in the UK have mobile phones, and 16% are mobile-only, i.e. they have no voice landline. Mobile is increasingly important in business too, with 79% of Small and Medium Enterprises (SMEs) using mobile phones for business.<sup>157</sup>

## Mobile Voice Coverage

- 9.23 The consumer experience of mobile services depends on the quality of mobile coverage. However, accurate mapping of coverage is difficult due to the range of circumstances where mobile phones are being used (i.e. indoors, outdoors, on the move, in cars, as pedestrians along roads in built-up areas, and in wide open spaces). Therefore, no single measure of coverage can capture all these use cases.
- 9.24 The most commonly quoted measure of mobile coverage is the percentage of UK premises where a customer standing outdoors can make a call. Based on this measure, mobile voice coverage in the UK is generally good, with only 0.3% of premises having no coverage by any major network operator (MNO), sometimes referred to as 'complete not-spots'. For indoor coverage, 2% of premises are not covered by any operator. In-car coverage is slightly higher, with 9% of A and B roads not covered by any operator.
- 9.25 Areas where at least one operator has a signal, but not all, are referred to as 'partial not-spots'. From a consumer perspective, what matters most is whether their operator provides a service in their current location. Ofcom estimate that 3% of UK premises are in partial not-spots for outdoor coverage, rising to 16% for indoor coverage, and 33% of A and B roads for in-car usage. The scale of partial not-spots in the UK means they are more likely to have a practical impact on the consumer experience than total not-spots (of which there are fewer). This is a priority for the

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<sup>155</sup> UK Broadband Impact study, Impact Report, November 2013

<sup>156</sup> ONS Mobile Broadband and the UK Economy, Capital Economics, 2012.

<sup>157</sup> Ofcom Infrastructure Report 2014.

Government and they are working closely with industry to improve coverage to address partial not-spots in particular.

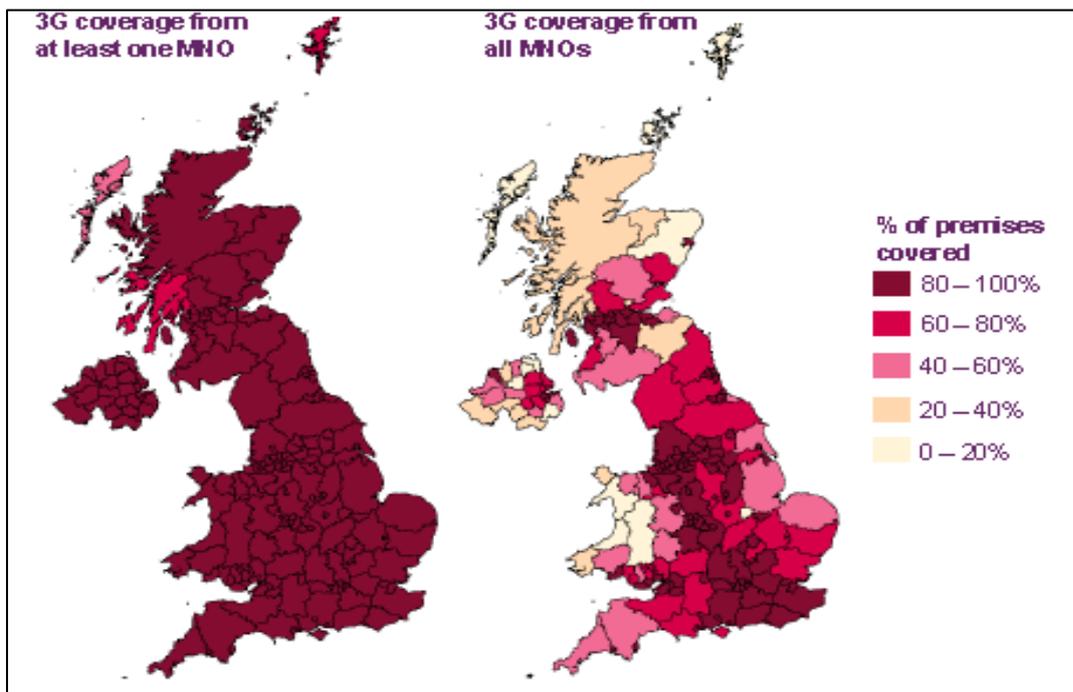
### Mobile Broadband Coverage

9.26 The availability of mobile broadband services based on 3G is lower than the availability of voice services. Ofcom estimate that 16% of UK premises are in either partial or complete not-spots based on outdoor coverage, rising to 29% for indoor coverage. 55% of A and B roads are in either partial or complete not-spots for in-car use.

9.27 4G roll-out has begun relatively recently, but the latest statistics show that good progress has been made, with some operators making significant increases in coverage. Ofcom expect that 4G coverage will fairly quickly overtake 3G coverage and provide a substantial improvement in the availability of mobile broadband; due to the coverage obligation attached to one of the licences, and some of the spectrum being used is intrinsically better at providing wide area coverage. 4G services are currently available to 72% of premises in the UK, although the figure for Somerset is much less than 20%.

9.28 Mobile data use continues to grow, linked to the increasing take-up of smartphones and tablets. Data use grew by 53% between 2013 and 2014, similar to the rate of growth in the previous year. Although the percentage growth in mobile data is large, absolute levels of use are still much lower than for fixed broadband. Mobile users are now using an average of 0.5GB of data per month, compared to an average of 58GB over fixed broadband connections. This suggests that there is substantial scope for further growth in mobile broadband as consumers increase the range of services they access over mobile networks.

**Figure 9.3: Mobile 3G Broadband coverage in the UK (Somerset: 60-80% coverage)<sup>158</sup>**



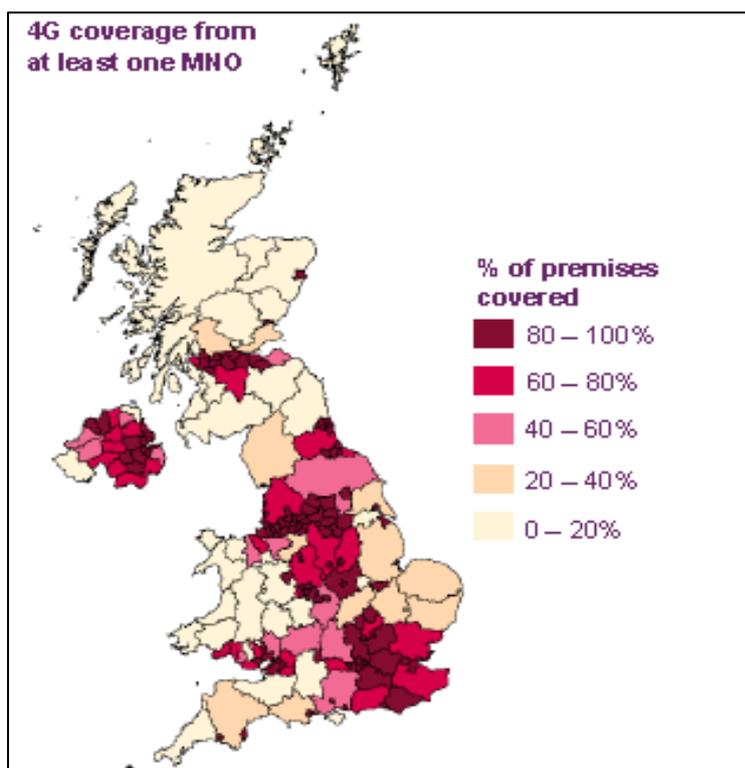
<sup>158</sup> Ofcom Infrastructure Report 2014.

#### 4G Coverage in South Somerset

9.29 Ofcom figures show that across Devon and Somerset, 4G mobile coverage is well below the average for local authorities across the UK. The Mobile Infrastructure Project (MIP) is expected to improve coverage through building additional mobile infrastructure, and the Heart of the South West LEP has worked closely with the MIP to map the mobile ‘not spots’ across the Devon and Somerset area. As a result, the project will be installing approximately 40 new mobile masts across Devon and Somerset (see para 9.40 below).

9.30 The Mobile Operators Association submits Annual Rollout Plans to all Local Planning Authorities each October. Rollout plans in recent years show significant investment has already been undertaken in the provision of base stations in South Somerset for network operators 3, Telefonica (O2), Everything Everywhere and Vodafone.

**Figure 9.4: Mobile 4G Broadband coverage in the UK (Somerset: less than 20% coverage)<sup>159</sup>**



#### Business Connectivity

9.31 Reliable and high quality broadband and mobile connections are becoming ever more important to commerce and to the wider economy. The broadband infrastructure used to provide connectivity to large businesses is often dedicated high capacity, and installed by arrangement with providers through commercial negotiation.

<sup>159</sup> Ofcom Infrastructure Report 2014.

- 9.32 SMEs connectivity requirements vary depending on the size and type of business – some SMEs use dedicated business lines but others, particularly businesses with fewer employees, may use a mix of business and residential services, with some relying solely on residential services.
- 9.33 Mobile services are important to SMEs, as they often rely on doing business on the move. Ofcom research shows that 79% of SMEs use mobile phones for business. SMEs based in, or regularly working in, remote rural locations are less satisfied with the reliability of their signal and geographic coverage of their mobile service. Similarly a recent Communications Consumer Panel report on microbusinesses highlighted that “those who were mainly on the road or working on site, were more reliant on the coverage of mobile networks”. Improving the coverage and quality of mobile services across the UK will benefit SMEs and residential consumers alike.
- 9.34 Whilst a lack of good broadband speed is considered to impede business growth by reducing their efficiency and wasting resources, interestingly, the Council has learnt that across South Somerset’s business parks, approximately 50% are served by superfast broadband and those that are not have a reasonable ASDL (copper feed) of up to 7.5 MB available through enhanced packages from various service providers. The small business sector in the district appears to be more concerned about the final cost of broadband connection to premises, which can be inhibiting, rather than a lack of available superfast broadband.

### **Future Infrastructure Provision**

- 9.35 BT has a statutory obligation to supply capacity for fixed telephony as and when required – when a new housing or employment development is built, infrastructure requirements will be met by BT. BT monitors planning applications and produces forecasts when developments are likely to come on stream, determining telecommunications infrastructure requirements based on actual development proposals. BT forecasts three years ahead based on the cut-off point for planning applications. Sites with detailed approval are dealt with within a year. During the construction of a residential site, developers work with BT to ensure that BT install cables and terminal boxes at individual premises. For commercial/business premises BT complete the work once occupied.
- 9.36 BT has not indicated concerns regarding their ability to deliver infrastructure on the basis of the growth proposals for South Somerset. Virgin Media have no specific broadband developments planned for the District at present.

### **Fixed Broadband – Connecting Devon and Somerset (CDS)**

- 9.37 As noted above, in some areas commercial rollouts for broadband are not profitable, and where this is the case public money is being made available to upgrade services to the next generation. South Somerset is included within the Connecting Devon and Somerset programme, which is a public-private partnership of six local authorities (Somerset, Devon, North Somerset, Torbay, Plymouth, and Bath and North East Somerset) and BT as the delivery partner. The aim of the project is to bring superfast broadband to 90% of premises in the area covered by the Connecting Devon and Somerset programme by 2016. This means that 90% of residents and businesses in Devon and Somerset will have broadband speeds of over 24Mbps by

the end of 2016. By then, they also aim to ensure that every premises within the programme area has a broadband speed of at least 2Mbps.

- 9.38 In 2014 the Government announced a further £22.75m would be allocated to the CDS programme to support the extension of superfast broadband. This has been matched locally, which means the programme has over £45 million further to invest in bringing superfast broadband to the area. This second phase aims to increase the coverage to at least 95% by the end of 2017. Phase 2 consists of two contracts: one to provide wireless superfast broadband in Dartmoor and Exmoor National Parks; and the second for the remaining harder to reach areas of Devon and Somerset. The latter is the subject of a recent (July 2015) unsuccessful tender by BT. Work has begun on a new procurement exercise on the open market to achieve at least 95% coverage across Devon and Somerset and go some way towards achieving 100% coverage by 2020 – CDS's ultimate ambition.

### **Mobile Telecommunications**

- 9.39 At a national level, the auction in 2013 of spectrum licences for 4G services enabled UK residents to benefit from quicker and competitively priced mobile internet access. In addition to EE's 4G services which have been available since October 2012, other operators are now too preparing for their nationwide rollouts. Following its success at auction, Telefonica (O2) has announced that it intends to provide indoor 4G reception covering at least 98% of the population by the end of 2015, two years faster than required by its licence, and other operators are looking to match or better this. The UK Government is also working with the University of Surrey, industry leads and the wider research community, to establish the world's first test bed for 5G technologies and services.
- 9.40 Funding of £3m is already in place for the Heart of the South West LEP to undertake technical feasibility work to address the remaining 'not spots' across Devon and Somerset and the area is a pilot scheme to look at alternative technologies. The aim is for the LEP to be in a better position to work with public/private investors, and crucially improve mobile coverage from 91% to 97% across the area.
- 9.41 The Mobile Operations Association releases their next annual programme in October 2016 – there are currently no outstanding mobile infrastructure improvements across the District.

### **Conclusion – future Infrastructure requirements**

- 9.42 Discussions with stakeholders and service providers have not identified any abnormal constraints or costs with the telecommunications infrastructure anticipated to be required for the Local Plan growth strategy. Access to superfast broadband and mobile telecommunications should be regarded as an essential utility for all new homes and businesses. Developers will need to take this into account within their development proposals. This will involve liaising with both the telecommunications provider and the Council to determine the appropriate solution for the development and the availability of the nearest connection point to high speed broadband.
- 9.43 The Heart of the South West LEP and Connecting Devon and Somerset programmes will continue to work to improve telecommunications issues in rural areas.

## 10. Waste and Recycling

### Key messages

- The “waste hierarchy” should be followed to ensure sustainable waste management.
- The Somerset Waste Partnership (SWP) manages municipal waste and recycling services on behalf of all local authorities in Somerset, whilst businesses are free to make their own arrangements for managing their waste.
- For municipal waste management, there are five Recycling Centres in South Somerset, plus the operational landfill at Dimmer, near Ansford/Castle Cary. Numerous sites are located across the district for the management of commercial and industrial waste.
- A resolution to grant permission (subject to S.106) has been approved (June 2015) for a Waste Transfer Station at Dimmer.
- The preferred location for strategic waste sites in South Somerset is in western Yeovil.
- Waste and recycling collection and disposal capacity exists to accommodate development proposed in the Local Plan. Given this, there is no need for additional waste management infrastructure in South Somerset.
- However, there is a lack of inert landfill space and treatment facilities for residual waste across Somerset as a whole.
- If there are additional demands, increases in the capacity of the service can be made by changing the operation procedures or time, once ratified by the Somerset Waste Board (although changes could have contractual cost implications).
- New development should be designed to allow sufficient access to waste and recycling vehicles and sufficient storage space for recycling/waste containers, consistent with local policy, guidance and Building Regulations.

### Definition

10.1 This chapter incorporates the infrastructure associated with the management of waste, focussing on municipal and commercial and industrial (C&I) waste.

### Statutory and Policy context

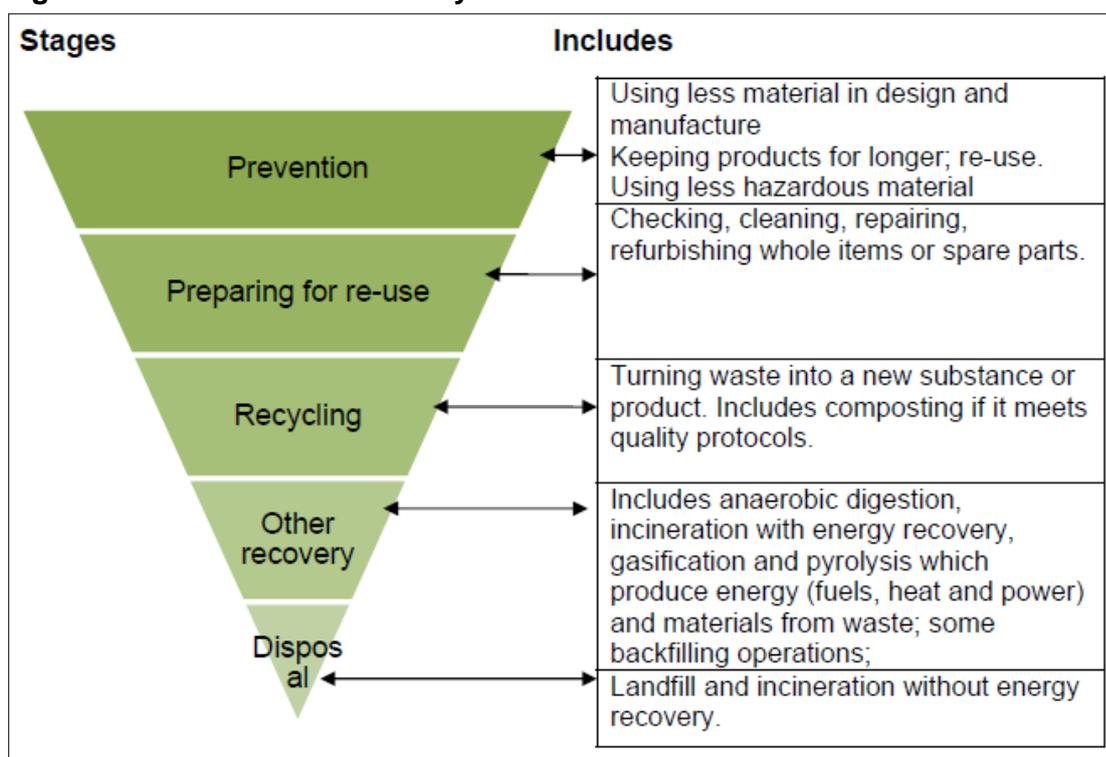
10.2 European legislation is a key driver behind the approach to waste management via the Waste Framework Directive.<sup>160</sup> The aim is to work towards a zero waste economy, particularly through using the “waste hierarchy” (shown in figure 10.1 below) to guide sustainable waste management.<sup>161</sup> The National Planning Policy for

<sup>160</sup> Waste Framework Directive (2008/98/EC).

<sup>161</sup> Waste Management Plan for England, DEFRA, 2013.

Waste<sup>162</sup> sets out the role that planning should play in delivering this aim, supported by Planning Practice Guidance.<sup>163</sup>

**Figure 10.1: The Waste Hierarchy<sup>164</sup>**



### Somerset Waste Core Strategy

10.3 Somerset County Council are the waste planning authority, responsible for development management and planning policy for waste development in South Somerset. The Waste Core Strategy encourages waste prevention and aims to ensure that unavoidable waste is managed as a valuable resource. The Core Strategy outlines that sufficient capacity exists for recycling facilities and non-hazardous landfilling up to the year 2028, but there is a lack of inert landfill space and treatment facilities for residual waste. It identifies a zone in the western part of Yeovil as the preferred location for strategic waste sites in South Somerset.

### Somerset Waste Partnership

10.4 The Somerset Waste Partnership (SWP) manages municipal waste and recycling services on behalf of all local authorities in Somerset. SWPs main services are kerbside collections and recycling sites, disposal and treatment of waste, and communications to promote services and encourage waste reduction, re-use and recycling. The Waste Prevention Strategy<sup>165</sup> prioritises working with the community to promote waste avoidance and to regard discarded material as a resource by maximising re-use, recycling and recovery. The 'Sort It Plus' programme has ensured it is possible to recycle a range of materials via this kerbside collection

<sup>162</sup> National Planning Policy for Waste, DCLG, 2014.

<sup>163</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/waste/>

<sup>164</sup> National Planning Policy for Waste, 2014; and Waste Management Plan for England, DEFRA, 2013.

<sup>165</sup> Waste Prevention Strategy for Somerset 2012/13 – 2014/15, Somerset Waste Partnership.

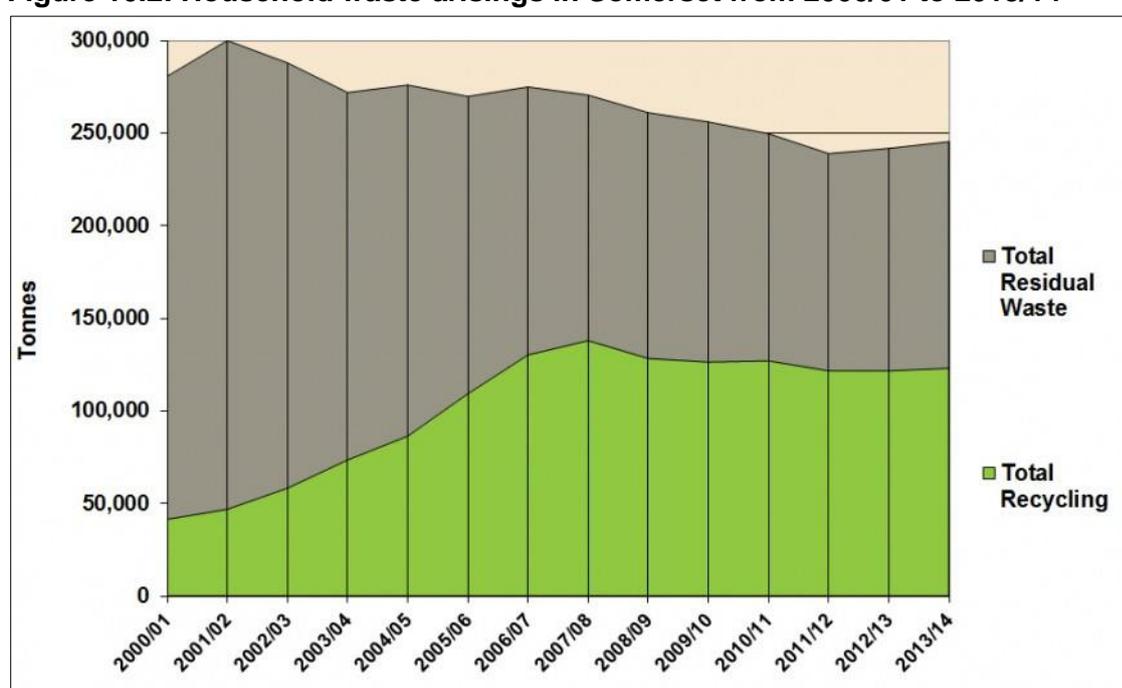
scheme, which has helped increase recycling levels. SWP have produced guidance for the provision of suitable storage and access for waste and recycling collections.<sup>166</sup>

- 10.5 The SWP is the executive arm of the Somerset Waste Board, which consists of two members nominated by each of the six Councils in Somerset. The Somerset Waste Board is the representative body of all five Districts as the Waste Collection Authorities, and the County Council as the Waste Disposal Authority. The Board is a single joint committee and meets at least quarterly to make key decisions on waste management issues in Somerset.
- 10.6 Businesses in Somerset are free to make their own arrangements for managing their waste, meaning that the majority of commercial and industrial waste generated lies outside local authority control. SWP provide business waste collection on request, alongside a range of other waste service providers who collect, treat and dispose of business waste.

### Current issues and infrastructure provision

- 10.7 There has been a trend since the year 2000 for falling total household waste production in Somerset, in spite of a growing population and more households. The amount of waste being recycled increased significantly between 2000 and 2008, but has remained stable since then. Further work is required to increase recycling levels in order to achieve the ambitions in the Waste Core Strategy.<sup>167</sup>

**Figure 10.2: Household waste arisings in Somerset from 2000/01 to 2013/14<sup>168</sup>**



<sup>166</sup> Design Requirements for residential properties – recycling and waste management, Somerset Waste Partnership, 2011.

<sup>167</sup> Somerset Waste Core Strategy, Table 1 states there should be capacity for recycling 62% of Municipal Solid Waste by 2016.

<sup>168</sup> Somerset Waste Partnership website, accessed November 2014  
<http://www.somersetwaste.gov.uk/about/statistics/>

- 10.8 Somerset Waste Partnership publish an ‘end use register’ which details what happens to materials collected for recycling and reuse from Somerset residents which shows that, in 2012/13, 96% of recyclable waste was recycled in the UK, with only 4% sent overseas for recycling.<sup>169</sup> The bulk of food waste, garden waste, and wood waste collected in Somerset is also managed at facilities or locations within Somerset. Indeed, all household food waste collected for recycling in Somerset is processed at a new anaerobic digestion plant at Walpole near Bridgwater, close to junction 23 of the M5.<sup>170</sup> It would be impractical and unrealistic to plan for sufficient infrastructure in Somerset to reprocess all material streams (plastic, glass etc).<sup>171</sup>
- 10.9 There are three landfill sites for disposing non-hazardous material in Somerset: Walpole near Bridgwater, Dimmer near Castle Cary and Whiscombe Hill near Somerton.<sup>172</sup> The majority of household and commercial/industrial waste that is received at Somerset’s waste facilities goes to Walpole and Dimmer landfill sites.<sup>173</sup> Dimmer landfill currently accepts around 110,000 tonnes per annum (tpa) of waste (60,000 tpa of municipal and 40,000 tpa of C&I), and has capacity for approximately 20 more years.<sup>174</sup>
- 10.10 In 2014/15, the total waste arisings in South Somerset was 740kg per household, of which the residual household waste was 406 kg per household.<sup>175</sup> The amount of residual waste produced is lower than the regional and national average. The proportion of household waste being re-used, recycled or composted in South Somerset is 45%, which is broadly similar to other districts in Somerset, and the regional (49%) and national average (44%).<sup>176</sup>
- 10.11 There are numerous operational waste sites in South Somerset, with the full list is set out in SCCs waste topic paper and updated in their Annual Monitoring.<sup>177</sup> The current **municipal waste and recycling infrastructure facilities** are set out below. The three largest settlements in the district benefit from a facility.

**Figure 10.3: Municipal waste infrastructure facilities in South Somerset**

Municipal waste and recycling facility	Operations
Yeovil Recycling Centre	Recycling Centre for the public to dispose of household waste, organic waste, recycling.
Chard Recycling Centre	Recycling Centre for the public to dispose of household waste, organic waste, recycling.
Crewkerne Community Recycling Site	Community Recycling Site for the public to dispose of household waste, organic waste, recycling.

<sup>169</sup> <http://www.somersetwaste.gov.uk/about/end-use/>

<sup>170</sup> Somerset Waste Partnership: <http://www.somersetwaste.gov.uk/about/ad/>

<sup>171</sup> Somerset Waste Core Strategy adopted 2013, para 6.11.

<sup>172</sup> Planning permission for Whiscombe Hill has recently been extended to 2042.

<sup>173</sup> SCC Topic Paper – Waste Management Need to 2028, para 8.2.1, published in 2012.

<sup>174</sup> Dimmer WTS planning application officer report:

<http://www1.somerset.gov.uk/council/board11/Web%20upload%2003.06.15/2015%20June%2011%20Item%206%20Waste%20Transfer%20Station%20at%20Dimmer%20Waste%20disposal%20site.pdf>

<sup>175</sup> Report for Somerset Waste Board meeting, Appendix A1, 19.06.2015.

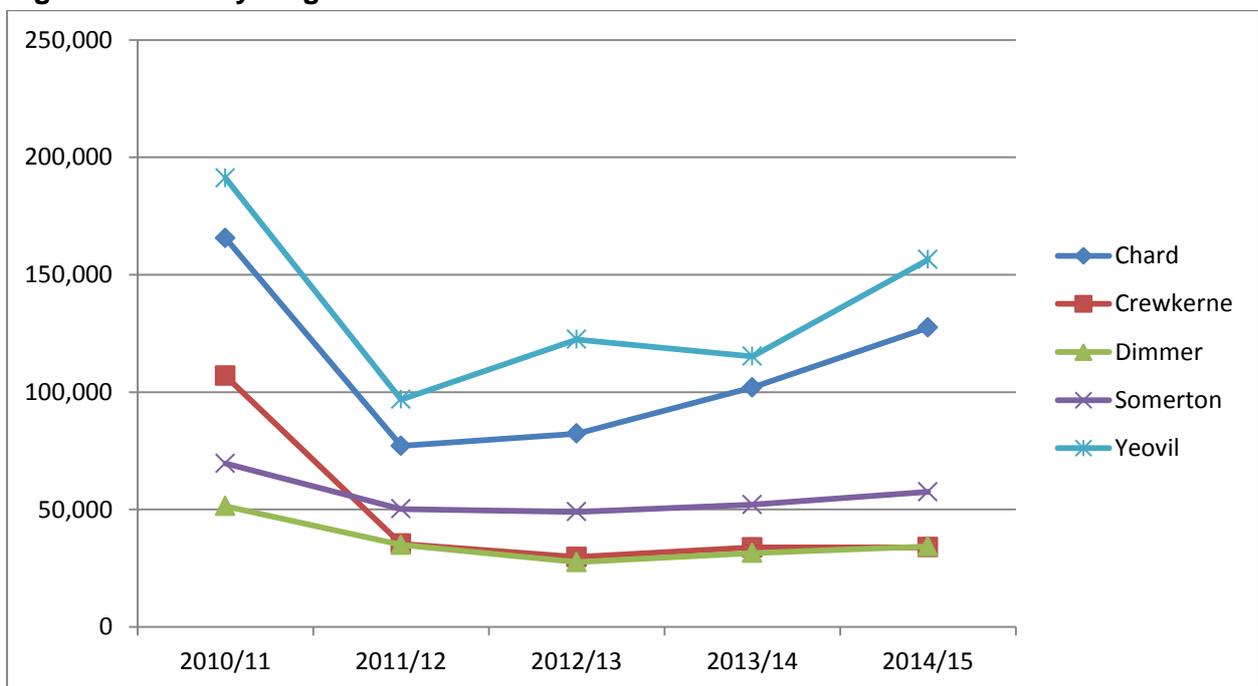
<sup>176</sup> Report for Somerset Waste Board meeting, Appendix A1, 19.06.2015.

<sup>177</sup> SCC Topic Paper – Waste Management Need to 2028, Appendix 1, published in 2012; Somerset Annual Monitoring Report 2013/14, Appendix 5.

Somerton Recycling Centre	Recycling Centre for the public to dispose of household waste, organic waste, recycling.
Dimmer, near Castle Cary	Recycling Centre for the public to dispose of household waste, organic waste, recycling; Operational landfill; Organic composting pad; Street sweepings dewatering pad.

10.12 In the year 2014-15, there were just over 409,000 visits to the five Recycling Centres in South Somerset. The following table shows visitor numbers at each of the Recycling Centres in the district over recent years. This indicates that visitors halved over the year between 2010/11 and 2011/12,<sup>178</sup> but have been stable with significant increases at Yeovil and Chard since then.

**Figure 10.4: Recycling Centre visits from 2010/11 to 2014/15<sup>179</sup>**



10.13 The infrastructure for waste **disposal and recycling** services owned by the SWP and its contractors is constantly monitored to ensure capacity is available to all households across the County. Any changes to the number of sites or adjustment in availability of sites will only be instigated if agreed by the Somerset Waste Board.

10.14 Similarly, the waste and recycling **collection** fleet and its supporting infrastructure is under constant review to ensure there is sufficient capacity to supply the required service to all households across the County. In terms of waste collection, land at Lufton Depot, Yeovil is leased to park 13 refuse collection vehicles. Any changes to the number of vehicles supplied or increase in processing capacity are catered for within the Waste Collection Contract. There is also the ability to change operating procedures or methods, although the latter may only be instigated if passed by the Somerset Waste Board (SWB).

<sup>178</sup> This drop is assumed to be because of reduced opening hours, and the introduction of charges at Crewkerne.

<sup>179</sup> Report for Somerset Waste Board meeting, Appendix A1, 19.06.2015.

10.15 In preparing this IDP, a review of background evidence and consultation has been undertaken. This indicates that the current waste and recycling facilities, and collection vehicles, are adequate in terms of quantity, quality and accessibility. However, a proposal has recently been granted permission (June 2015) (subject to completing a S106 agreement) for a Waste Transfer Station at Dimmer (see following paragraph).

### **Planned Infrastructure provision**

10.16 A proposal has recently been approved<sup>180</sup> for a Waste Transfer Station (WTS) at Dimmer, near Ansford/Castle Cary, by the site operator Viridor. The WTS will handle household waste and commercial waste, with Dimmer landfill likely to be closed for the infilling of this waste (subject to planning approval). The waste that is currently landfilled at Dimmer would be diverted to the WTS where it will be bulked up for export to treatment/processing facilities to recover energy from the waste.<sup>181</sup> This will divert much of the residual municipal waste produced in South Somerset away from landfill (although treatment of this waste would not occur in Somerset as it will be transported to facilities in Oxfordshire and Avonmouth). The funding of this facility will be provided by Somerset County Council and/or a private contractor once the submitted diversion strategy has been assessed, and the future model agreed with partner authorities through the Somerset Waste Board.

### **Future infrastructure requirements**

10.17 Existing waste and recycling capacity in South Somerset is sufficient to meet the future development being proposed in the Local Plan. If the average of 4.8 visits to Recycling Centres per household in 2013-14 were to be applied to projected development over the next five years, there would be an 8.3% increase in the use of Recycling Centres by 2019.

10.18 Development growth in excess of the Local Plan figures can also be accommodated through the existing infrastructure. Increases (or reduction) in the capacity of the service, driven by demand created through the Local Plan, can be made by adjustment of the operating strategy or time, once ratified by the Somerset Waste Board. Some of these adjustments may have contractual cost implications that could only be assessed once the change has been identified.

10.19 There are similar conclusions for waste collection services, with potential to meet growth in excess of Local Plan requirements. Capacity can be adjusted by changing the vehicle fleet or operating procedures, for which adjustment mechanisms exist within the current contract. There may be contractual cost implications for any additional fleet requirement, which can be calculated once the extent of those changes across the whole collection fleet is known.

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<sup>180</sup> SCC Regulation Committee meeting, June 11<sup>th</sup> 2015

<http://www1.somerset.gov.uk/council/meetings/reports.asp?item=1222>

<sup>181</sup> Dimmer WTS planning application officer report:

<http://www1.somerset.gov.uk/council/board11/Web%20upload%2003.06.15/2015%20June%2011%20Item%206%20Waste%20Transfer%20Station%20at%20Dimmer%20Waste%20disposal%20site.pdf>

- 10.20 Future housing developments should be designed to allow sufficient access to accommodate a standard waste and recycling collection vehicle.<sup>182</sup>
- 10.21 Capacity for waste storage in new development should comply with the Building Regulations, and preferably SWP guidance.<sup>183</sup> The relevant considerations are also set out in the Somerset Waste Core Strategy.<sup>184</sup>

## Conclusion

- 10.22 There is a strong driver from European legislation and national policy to work towards a zero waste economy, through following the waste hierarchy. The Somerset Waste Partnership manages municipal waste and recycling services on behalf of all local authorities in Somerset, whilst businesses are free to make their own arrangements.
- 10.23 There has been a trend over the last 15 years of falling household waste arisings, with nearly half of household waste being recycled. The existing waste and recycling infrastructure capacity is sufficient to meet the needs generated by the growth anticipated in the Local Plan, so new waste management infrastructure is not currently identified as being required in South Somerset. However, there is a lack of inert landfill space and treatment facilities for residual waste across Somerset as a whole. A zone in the western part of Yeovil is identified as the preferred location for strategic waste sites in South Somerset.
- 10.24 Changes to the operating strategy or time can be made to accommodate any future necessary increases in demand (with potential contractual cost implications). However, the position continues to evolve, with continued efforts across the county to improve performance and divert more waste up the waste hierarchy – the recently approved Waste Transfer Station at Dimmer will help to divert waste from landfill if implemented.
- 10.25 New development should be designed to allow sufficient access to waste and recycling collection vehicles, and sufficient storage capacity for waste should be incorporated, consistent with local guidance and policy, and the Building Regulations.

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<sup>182</sup> Design Requirements for residential properties – recycling and waste management, Somerset Waste Partnership, 2011.

<sup>183</sup> Design Requirements for residential properties – recycling and waste management, Somerset Waste Partnership, 2011.

<sup>184</sup> Somerset Waste Core Strategy, paragraphs 6.4-6 and Policy WCS2.

# 11. Education

## Key messages

- Reductions in funding present challenges to delivering education infrastructure. There is less money available for new building schemes; therefore releasing additional capacity by maximising existing buildings and opportunities on site is key to the future provision of education places.

### Early Years Education (under 5 years)

- Overall, there are currently sufficient Early Years places in the District.
- Extending the 2 year old offer, introducing 30 hours funded childcare to working parents of 3 and 4 year olds, and new housing developments has the potential to create shortages particularly in Yeovil, Chard and Wincanton which need to be monitored and managed.
- In Yeovil, the increased demand for places in the short to medium term can be met through existing capacity or planned increases (co-locating on primary schools). In the long term additional capacity will be required, but there are no plans for this currently as some of the need may be addressed through the private sector.

### Primary and Secondary Education (4-16 years)

- Surplus places in schools were a strong trend until recently. Now growth in the population coupled with planned housing development is putting pressure on school places.
- Plans are in place to provide additional early years and primary education places in Yeovil.
- The County Council are working with the District Council to consider options for ensuring sufficient places in Chard, Crewkerne, Ilminster, Wincanton and Castle Cary.
- The level of development proposed through the Local Plan does not generate sufficient places to justify a new secondary school in Yeovil. SCC and SSDC will continue to review secondary provision in Yeovil and will consider all the options available for increasing capacity at any or all of the secondary school sites before consideration is given to building a new secondary school.

### Further Education and Training (post 16)

- Yeovil College have confirmed that there is sufficient capacity to accommodate the proposed Local Plan growth.
- Austerity cuts have impacted funding and the challenge to develop the college estate is considerable with the financial constraints that it faces. The College is aware of the need to align itself with the LEP priorities. Officers will work with Yeovil College to improve the linkages with LEP priorities and ensure its financial viability going forward.
- Higher Education is a priority for Yeovil College, who are working with several universities to seek opportunities for growth in this area.

### Special Education Needs

- No new infrastructure is planned in light of the forthcoming review of Special Education Needs infrastructure, due to report in 2016.

## **Definition**

- 11.1 Education or training is compulsory for all children and young people between the ages of 4 and 18. There are five recognised stages of education in the UK: early years, primary, secondary, further education and higher education.
- 11.2 For the purposes of the IDP, education incorporates early years; primary and secondary education; further education and training; and special education needs. A more detailed definition of each form of education is given below.

## **Early Years Education (under 5 years)**

- 11.3 Early Years refers to education provision for children aged under 5. Early Years education takes place in a variety of settings including state nursery schools, nursery classes and reception classes within primary schools, as well as settings outside the state sector such as voluntary pre-schools, privately run nurseries or child minders.

## **Primary and Secondary Education (4-16 years)**

- 11.4 The primary stage covers three age ranges: nursery (under 5), infant (5 to 7 known as Key Stage 1) and junior (up to 11 or Key Stage 2). Primary schools generally cater for 4-11 year olds but some may have a nursery or a children's centre attached to cater for younger children. It is usual to transfer straight to secondary school at age 11 but in some parts of South Somerset, children make the transition via middle schools catering for various age ranges between 8 and 14. Depending on their individual age ranges middle schools are classified as either primary or secondary.
- 11.5 Secondary education in an area can consist of a combination of different types of school, reflecting historical circumstance and the local authority's approach to service delivery.

## **Further Education and Training (post 16)**

- 11.6 Further education is post-compulsory education and training for people aged over 16, primarily taught in further education colleges or sixth forms. Young people can leave school at the age of 16, but then they must stay in full-time education, start an apprenticeship or work/volunteer whilst in part time education or training until the age of 18. Further education is different from higher education which is usually provided in universities.

## **Special Education Needs**

- 11.7 Special Educational Needs (SEN) provides support to children aged 0 to 25, parents and carers, and schools, using:
- Support services;
  - Autism and communication team;
  - Educational psychology;
  - Sensory, physical and medical support service;
  - Learning support (including dyslexia).

## National Planning Policy

11.8 The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF (para 72) expects local planning authorities (LPAs) to take a proactive, positive and collaborative approach to meeting any identified requirement, to development that will widen choice in education. It stipulates that LPAs should:

- give great weight to the need to create, expand or alter schools; and
- work with school promoters to identify and resolve key planning issues before applications are submitted.

## Statutory context – structure of Education and Service Delivery

11.9 Education and training is overseen by a number of organisations with a range of functions. The main organisations with relevance to South Somerset, their roles and responsibilities are set out in the following section.

### Department for Education

11.10 The Department for Education (DfE) is responsible for education and children's services in England. The **Education Funding Agency** is part of the DfE and it manages the funding of all state-provided education for learners up to the age of 19 and those with learning difficulties up to the age of 25. Their annual budget of £54 billion funds education services, new building programmes and the maintenance of existing buildings. The EFA allocates funding to local authorities such as Somerset County Council.

### Department for Business, Innovation & Skills (BIS)

11.11 BIS oversees the implementation of government's priorities for investment in further education and skills training. The **Skills Funding Agency** is part of BIS and it makes £3.7 billion of funding available annually to fund further education in colleges, private training organisations and in workplaces. Local Enterprise Partnerships are funded through BIS.

### Somerset County Council

11.12 Somerset County Council (SCC) has a statutory duty to ensure sufficient good quality childcare and school places across the county. Funding is received from central government and SCC distributes it between early year's providers and state maintained schools to ensure there are sufficient places available to meet demand.

11.13 Following recent legislative changes to education provision at a national level, there are an increasing number of types of state school and mechanisms for setting them up, funding and maintaining them. There are broadly two types of state-funded school: academies; and state (local authority) maintained schools. Academies benefit from greater autonomy (explained in para 11.29) and significantly, are not controlled by the county council. Despite these structural changes, SCC remains responsible for the delivery of the core requirement for basic classroom places.

11.14 Special Education Needs are also the responsibility of the county council. SCC provides support to children and young people aged between 0 to 25, their parents, carers and schools.

## **The Heart of the South West Local Enterprise Partnership (LEP)**

11.15 The Heart of the South West Local Enterprise Partnership (LEP) seeks to invest in infrastructure and skills that will create jobs, growth and prosperity. Increasingly, LEPs are becoming the conduit for all capital funding in the college sector. The Skills Funding Agency has highlighted how future funding arrangements will require colleges to demonstrate a relationship with their LEP. In addition, the Government's Local Growth Fund (known as an area Growth Deal) already includes capital funding for colleges and other providers of skills and training.

## **Yeovil College**

11.16 Yeovil College is the only further education tertiary college in South Somerset. The college receives the majority of its funding from government departments and agencies such as the Education Funding Agency and Skills Funding Agency. However the market is competitive and competition from other providers is leading the college to seek to improve their financial security by increasing their income from non-government sources and aligning themselves with the LEP priorities to secure funding.

## **Nurseries, Schools and Private Provision**

11.17 Child-minders, pre-school places and nurseries all provide early year's childcare. In addition to independent schools, there are also nationally state-funded schools. These can be operated as either academies or state maintained schools, under local authority control.

11.18 Special Education Needs are catered for in a variety of settings including mainstream and special education state schools.

## **Current Issues in South Somerset**

11.19 Budget cuts across the public sector over recent years have not escaped education services. The DfE and BIS were tasked to make a combined total of £900m savings in the 2015/16 financial year. BIS made savings in higher and further education budgets; whilst DfE primarily made administrative, non-school spending cuts.

11.20 These national cuts to spending have naturally filtered down to a local level, affecting the budget that Somerset County Council has to set aside for education. Against this backdrop of spending cuts, the make-up of Somerset's population is set to change. Between 2011 and 2021, the number of children aged 0-15 is projected to rise by around 11%. This will increase the demand for school places in the nursery and primary sectors initially, which will be replicated in the secondary sector in 4 to 5 years' time when those children reach secondary age.

## **Early Years Education**

11.21 Education Authorities such as Somerset County Council have a duty to ensure access to sufficient childcare places for parents who require childcare to work or to undertake training.<sup>185</sup> Consequently, SCC must ensure that there are sufficient places for all eligible 2 year olds and children aged 3 and 4 years to access their free entitlement.

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<sup>185</sup> The Childcare Act 2006.

- 11.22 All children aged 3-4 are entitled to up to 570 hours of funded childcare per year. Somerset County Council operates a 'stretched offer' which enables parents to use hours for up to 50 weeks per year. Every 2 year old living within the 40% most financially disadvantaged households is entitled to the same amount of funded education as 3-4 year olds.
- 11.23 Overall, there are sufficient childcare places in the District, but each 'sector' varies in terms of supply and demand. In summary:
- Childminders (0-4 years) – there are insufficient childminders (41 places required).
  - 0-2 Group Places – there are sufficient places (60 excess)
  - 3-4 Group Places – there are sufficient places (389 excess).<sup>186</sup>
- 11.24 Geographically, there are also key differences in supply and demand and ultimately capacity across the District:
- **Yeovil** – there are sufficient childcare places currently, but this varies between the east (sufficient) and west (insufficient) sides of the town. There are also an insufficient number of places for 0-2 year olds with only 127 places available for a demand of 170 places. However, there are a sufficient number of places for both paid for and funded 3-4 year old places (in all terms). Migration across town is exceptionally high; 107 children came into Yeovil to access EYE in the summer term 2014. The largest inward movements were in the Sherborne Road area in the east and the Hollands area in the west.
  - **Chard** – there are a moderate amount of 2 year olds eligible for funding (33). There are insufficient childminder places (demand 46, supply 21), and there are marginally insufficient group places for 0-2 year olds. However, there are sufficient group places for 3-4 year olds. There is moderate inward migration of 14.
  - **Wincanton** – there is sufficient childcare following the recent opening of a new nursery.
  - **Ansford/Castle Cary** – there are sufficient childminder places, but insufficient group places.
  - **Crewkerne** – there are insufficient childminder places and 0-2 year old group places. However there are sufficient 3-4 year old group places.
  - **Ilchester** – there are sufficient childminder places and sufficient 0-2 year old group places, but insufficient 3-4 year old group places.
  - **Langport/Huish Episcopi** – there are sufficient childminder places and 3- 4 year old places, however there are insufficient 0-2 year old group places.
  - **Somerton** – there are sufficient childminder and 3-4 year old group places, but insufficient 2-3 year old places.
- 11.25 Countywide, the biggest challenge facing early years provision recently has been the extension of the entitlement from the 20% most financially disadvantaged 2 year olds, to 40% in September 2014. This extension, alongside new housing development has

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<sup>186</sup> Somerset County Council Early Years Sufficiency Data, January 2016

created shortages in particularly in Yeovil, Chard and Wincanton. As an example, approximately 615 two-year olds (including 230 in Yeovil and 70 in Chard) that were largely not previously accessing childcare became eligible for funding.

11.26 The additional short-term challenge is likely to be the extending of free childcare for 3-4 year olds whose parents are in employment from 15 hours per week to 30 hours per week.<sup>187</sup> Full implementation was programmed for September 2017, but is currently on hold whilst the Government establish the true costs of rolling out the scheme. If implemented, it is clear that it will have further implications for the provision of early year's education across the county.

11.27 Furthermore, there will be increased financial pressure with the introduction of the National Living Wage in 2016. The funding rate from the Local Authority is not able to increase to compensate for the additional staffing costs to early years businesses, potentially representing a risk to the viability of these businesses.

### **Primary and Secondary Education**

11.28 Nationally state-funded schools can be operated as either academies or state maintained schools (under local authority control), as shown in figure 11.1 below.

11.29 Academies are different from state maintained schools because they have greater freedom from the local authority though, for example:

- setting pay and conditions for all staff;
- no need to follow the National Curriculum;
- changing the length of school terms and school days;
- having greater control over the school budget;
- having the freedom to spend money SCC currently spends on behalf of schools;
- having responsibility for all capital assets (land, buildings etc) and their management.<sup>188</sup>

11.30 All maintained schools (primary, secondary and special schools) that are performing well can submit an application to convert to an Academy. In addition, any school can apply with other schools as part of a formal partnership, providing at least one is performing well, to join an existing academy trust with a proven track record of school improvement.

11.31 As with early years provision, Somerset County Council has a statutory duty to ensure sufficiency of school places – this includes Special Educational Needs.<sup>189</sup>

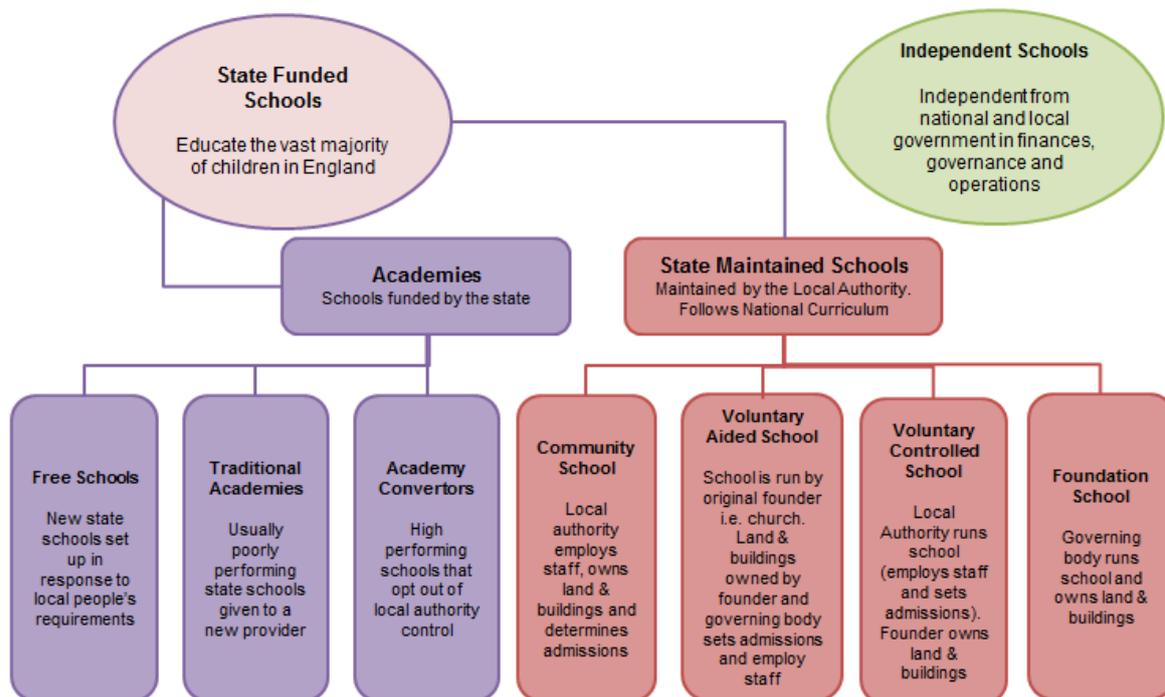
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<sup>187</sup> The Childcare Bill 2015-16 doubles the free childcare for eligible 3-4 year olds to 30 hours a week. It is applicable for working families (both parents working) and lone parents, and will include 600,000 families in England.

<sup>188</sup> Education Act 2011

<sup>189</sup> Section 14, Education Act 1996.

**Figure 11.1 Types of School**



11.32 To fulfil their duty, Somerset County Council produces a **Somerset School Organisation Plan** and **Somerset School Population Forecast (SSPF)** annually. Using data from various sources such as the Health Authority and planned housing growth, they calculate the demand for school places by forecasting school populations.

11.33 The latest Somerset School Population Forecast 2014<sup>190</sup> (SSPF) identifies the following key findings:

- a rise in the total number of pupils each year up to at least 2019.
- primary aged pupil numbers are forecast to continue increasing in the early years of the forecast, although there are signs that the numbers may be levelling out.
- rises in primary aged pupil numbers are forecast to continue for main urban areas - Yeovil (+446).
- a stabilisation of the number of secondary aged pupils in 2015 and 2016, with a general increase beyond 2017.
- the bulge in numbers that has hit the primary sector working its way into the secondary sector. Significant increases in pupil numbers are forecast by 2019 in Yeovil, with further growth forecast through to 2025.

11.34 The SSPF identifies that **Wincanton** and **Yeovil** are forecast to experience an increase in primary pupil numbers. In Wincanton, this is a reflection of the higher number of pupils entering the reception year and increased pupil migration linked to

<sup>190</sup> SCC, March 2015.

housing growth that is taking place in the settlement. In Yeovil, the increase results from a higher birth rate than in recent years and housing growth.

- 11.35 The school admissions policy for all schools under Somerset County Council control is approved by Cabinet. Every school has a Published Admission Number (PAN) which indicates the maximum number of places available in the year of entry. If there are less applications to attend a school than the PAN every child is allocated a place. If the school receives more applications than the PAN then the published over-subscription criteria is applied to determine which children are offered a place. Academies set their own admissions criteria. School place planning is therefore a crucial to enable Somerset County Council to fulfil their statutory duty.
- 11.36 Somerset County Council, like other education authorities, is currently faced with a number of challenges in enacting their statutory duty. The current financial climate, coupled with an increasing urban population and a more autonomous school system, makes forecasting more difficult and ultimately new provision harder to fund.

### **Further Education and Training**

- 11.37 In 2014, the minimum age from which young people can leave learning was raised from 16 to 18. Learning includes:
- full-time education e.g. at a school or college;
  - obtain an apprenticeship or traineeship;
  - part-time education or training - as well as being employed, self-employed or volunteering for 20 hours or more a week.
- 11.38 Raising the leaving age has implications for infrastructure over the plan period. This does not just relate to schools and the demand for sixth form places, but also creates the need for more workplace opportunities alongside apprenticeships and Further Education college placements. Interestingly, despite the Government focus on apprenticeships, recent data<sup>191</sup> illustrates that the number of apprenticeships being undertaken in Somerset (and nationally) has dropped. In 2013/14, 4,190 apprenticeships were started in Somerset, a decrease of 19% on the previous year. For England as a whole, the drop was 14%.
- 11.39 In terms of post 16 education, Somerset County Council has a duty to ensure sufficient education and training provision for all young people aged 14-19 (up to 25 if they have an Education, Health & Care Plan [EHC]).
- 11.40 Whilst SCC is responsible for the capital funding for school places, this requirement does not extend to the provision of college infrastructure. Capital funding for colleges and other providers of skills training comes from their own investment and recently from Local Enterprise Partnerships through their Growth Fund allocations.
- 11.41 Government policy and the funding environment for colleges is changing rapidly. Government austerity cuts are altering future funding mechanisms for the college

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<sup>191</sup> Somerset Intelligence data, published June 2015.

sector.<sup>192</sup> The objective is to enable a transition towards fewer, larger, more resilient and efficient providers.<sup>193</sup> The Government envisage greater collaboration across a range of institutions with the focus on creating “genuine centres of expertise” which meet the educational and economic ambitions of an area. The priorities of the LEP will be a key driver to accessing funding going forward. This could affect Yeovil College in the future.

## Current Infrastructure provision in South Somerset

### Early Years Education

11.42 Child-minders, pre-school places and nurseries all provide early year’s childcare. The **Somerset Childcare Sufficiency Assessment**<sup>194</sup> is conducted every 2 years, and regional Sufficiency Reports once per term. There is sufficient childcare in an area if there are enough childcare places available to meet the needs of working parents, and enough places for all eligible children to take up their free Early Years Entitlement. If current local childcare supply cannot accommodate this additional demand, the county council makes representations to developers in order to fund the creation of additional childcare places.

11.43 Overall, there are sufficient childcare places in South Somerset. However there are variations in the sufficiency of different types of provision (set out in para 11.23-24). Not all provision operates at times that may be required for working parents, and consideration may be required in the future to meet the government agenda for encouraging parents to return to work, through the extended 30 hours childcare offer in 2017.

11.44 There is some cross border movement between South Somerset, Devon and Dorset; particularly between Milborne Port and Sherborne, but this is not a significant issue.

### Primary and Secondary Education

11.45 In general a two-tier system of schooling operates across the District. Ilminster and Crewkerne are the exception, where there is a three tier system.

**Figure 11.2: Tiers of schooling**

Two-tier Schooling System	Three-tier Schooling System
1. Infant (5-7), Junior (7-11) or Primary School: ages 5-11 2. Secondary School: ages 11-16 or 18 if sixth form	1. First School: ages 5-9 2. Middle School: ages 9-13 3. Upper School: 13-18

11.46 In order to ensure sufficient school places, SCC undertakes school place planning and forecasting. This is undertaken at an individual school level and a School Organisational Plan (SOP) area level, which broadly reflects areas served by a secondary school. There are seven SOP areas covering South Somerset:

- Ansford

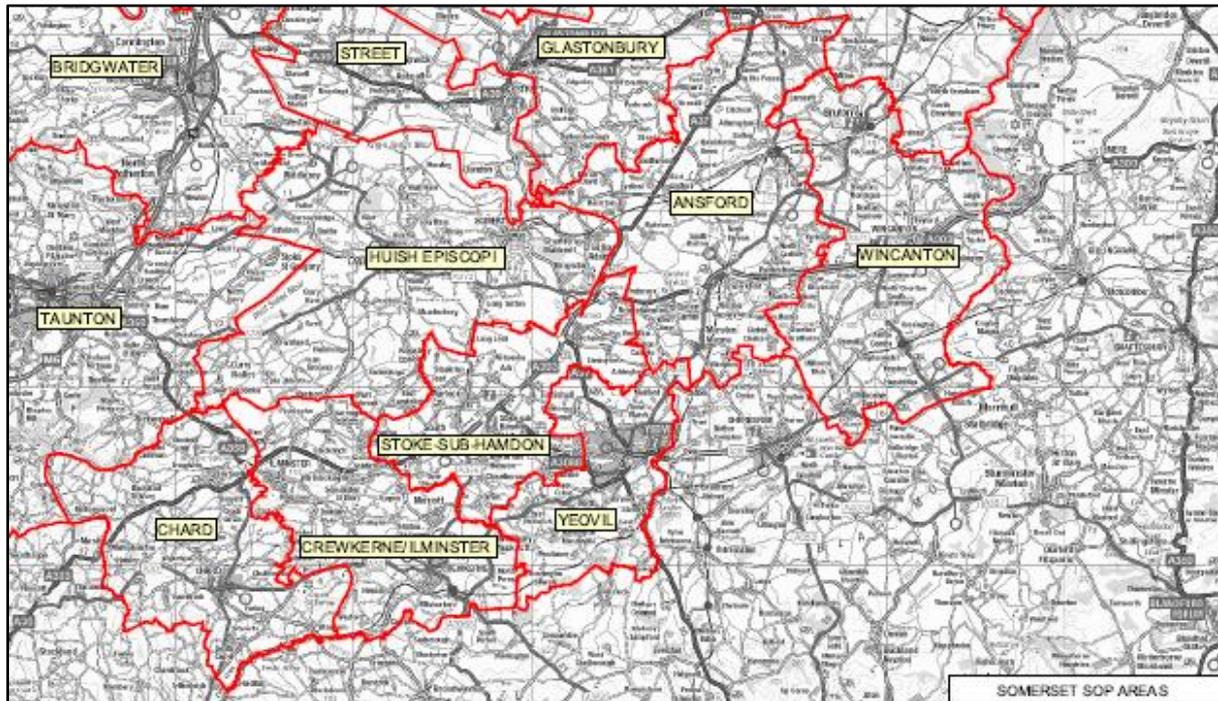
<sup>192</sup> July 2015 Budget

<sup>193</sup> Reviewing post-16 Education and Training Institutions, 2015

<sup>194</sup> Published by Somerset County Council, June 2015.

- Chard
- Crewkerne/Ilminster
- Huish Episcopi
- Stoke sub Hamdon
- Wincanton; and
- Yeovil.

**Figure 11.3: Map of South Somerset School Organisation Plan Areas**



**Figure 11.3: Current School Provision by SOP Area in South Somerset**

SOP Area	Description of SOP Area	Current School Provision
<b>Ansford</b>	Includes the Local Market Town of Ansford/Castle Cary, and a wider rural area with a range of Rural Settlements including Sparkford and Queen Camel, and extending Mendip district.	<ul style="list-style-type: none"> <li>• 7 Primary Schools (2 of which are outside of the District in Mendip): Castle Cary, Keinton Mandeville, Lovington, North Cadbury and Queen Camel. Ditchat Primary and Evercrech Primary are both in Mendip.</li> <li>• 1 Secondary school: Ansford Academy.</li> </ul>
<b>Chard</b>	Chard is a Primary Market Town, and the second largest settlement in the District. Surrounding area of Rural Settlements such as Broadway, Tatworth, and Combe St Nicholas.	<ul style="list-style-type: none"> <li>• 9 Primary Schools: Ashill, Neroche (Broadway), Buckland St Mary, Avishayes, Manor Court &amp; The Redstart (Chard), Combe St Nicholas, Tatworth and Winsham.</li> <li>• 1 Secondary school: Holyrood Academy, which includes a sixth form.</li> </ul>
<b>Crewkerne/Ilminster</b>	Includes Primary Market Towns of Crewkerne and Ilminster; and the large Rural Settlement of Merriot.	<ul style="list-style-type: none"> <li>• 7 First schools: St Bartholomew's &amp; Ashlands (Crewkerne), Haselbury Plucknett, Hinton St George, Greenfyld (Ilminster), Merriott and Misterton.</li> </ul>

		<ul style="list-style-type: none"> <li>• 2 Primary schools: St Mary &amp; St Peter's (Barrington &amp; Ilton) and Shepton Beauchamp.</li> <li>• 2 Middle schools: Maiden Beech (Crewkerne) and Swanmead (Ilminster).</li> <li>• 1 Upper school: Wadham (Crewkerne) which includes a sixth form.</li> </ul>
<b>Huish Episcopi</b>	Includes the Local Market Towns of Somerton and Langport/Huish Episcopi, plus large rural hinterland containing Curry Rivel, other Rural Settlements, and extending into adjoining districts.	<ul style="list-style-type: none"> <li>• 12 Primary phase schools, 2 of which are outside the District in Sedgemoor. Charlton Mackrell, Curry Mallet, Curry Rivel, Hambridge, High Ham, Huish Episcopi, Kingsbury Episcopi and Long Sutton primary schools. King Ina Infants and King Ina Junior School. Middlezoy Primary and Othery Primary are in Sedgemoor.</li> <li>• 1 Secondary School: Huish Episcopi Academy which includes a sixth form.</li> </ul>
<b>Stoke sub Hamdon</b>	Includes the Rural Centres of Ilchester, Martock, South Petherton and Stoke Sub-Hamdon. The Key Sites at Lufton in Yeovil partly fall within this SOP area, which will mean significant growth.	<ul style="list-style-type: none"> <li>• 10 Primary phase schools: Ash, Ilchester, Martock, All Saints (Montacute), Norton Sub Hamdon, South Petherton Infants, South Petherton Juniors, Castle (Stoke Sub Hamdon), St Margaret's (Tintinhull), West Chinnock.</li> <li>• 1 Secondary school: Stanchester Academy.</li> </ul>
<b>Wincanton</b>	Comprises Wincanton, which is a Primary Market Town; and the Rural Centres of Bruton and Milborne Port. Also contains the large Rural Settlement of Templecombe.	<ul style="list-style-type: none"> <li>• 8 Primary schools: Abbas &amp; Templecombe, Bruton, Charlton Horthorne, St Nicholas (Henstridge), Horsington, Milborne Port, Wincanton (Our Lady of Mount Camel and Wincanton Primary).</li> <li>• 1 Secondary school: King Arthur's, Wincanton. Sexeys, Bruton (which has a sixth form) is excluded because it is an independent fee paying school (private).</li> </ul>
<b>Yeovil</b>	Yeovil is the prime focus for new development, including at two Sustainable Urban Extensions to the north east and south.	<ul style="list-style-type: none"> <li>• 15 Primary phase schools: Barwick &amp; Stoford, Chilthorne Domer, East Coker, West Coker, Birchfield, St Michael's Junior, Holy Trinity, Huish, Milford Infants, Milford Juniors, Oaklands, Pen Mill Infants, Preston, Reckleford Infants and St Gilda's.</li> <li>• 3 Secondary schools: Buckler's Mead Academy, Preston Academy and Westfield Academy.</li> </ul>

11.47 There are 77 state funded schools in the District, of which the following 23 are Academies:

- Horsington Church School (Primary)
- King Ina Church of England Academy, Somerton (Juniors)

- King Ina Academy, Somerton (Infants)
- Hambridge Community Primary School
- Huish Episcopi Primary School
- Huish Episcopi Academy (Secondary)
- Ansford Academy Trust (Secondary)
- Huish Primary School, Yeovil
- The Redstart Primary School, Chard
- Maiden Beech Academy, Crewkerne (Middle)
- Avishayes Community Primary School, Chard
- Tatworth Primary School
- Pen Mill Infants' School, Yeovil (Primary)
- St. Michael's Academy, Yeovil (Primary)
- Preston CofE VC Primary School, Yeovil
- Holyrood Academy, Chard (Secondary)
- Preston School Academy, Yeovil
- Bucklers Mead Academy, Yeovil (Secondary)
- Stanchester Academy, Stoke-sub-hamdon (Secondary)
- Westfield Academy, Yeovil (Secondary)
- Manor Court Community Primary School, Chard
- Buckland St Mary Church of England Primary School
- Castle Primary School, Stoke-sub-hamdon.

11.48 Therefore whilst the majority of schools are run by County Council, a growing number are converting to Academies and therefore have greater autonomy. Legislation now requires local authorities to establish an academy (or free school) where they have identified the need for a new school in an area. This can make school place planning a greater challenge. Nevertheless, currently there are sufficient school places across the District.

11.49 As with early years, there is some cross boundary movement to access schools. Data indicates that 605 secondary aged school pupils live in Somerset but attend school in Dorset. This issue was raised by Dorset County Council at the South Somerset Local Plan Examination because a number of children from Yeovil and other parts of South Somerset attend the Gryphon School in Sherborne. The school admissions policy states that they serve Sherborne and a wide area of North West Dorset and South Somerset. However, South Somerset children are out of catchment and if the school fills up with local children there will no longer have space for out of catchment children. Somerset County Council and Dorset County Council will work working together on these cross boundary issues.

### **Further Education and Training**

11.50 The majority of post-16 provision in Somerset is in the further education sector. There are generally three times as many students in further education colleges compared to pupils in sixth forms. The following schools in South Somerset have a sixth forms:

- Holyrood Academy, Chard
- Wadham Community School, Crewkerne

- Huish Academy, Langport/Huish Episcopi
- Sexey's School, Bruton – this is an independent fee paying school which has a sixth form for day pupils.

11.51 In addition, children living in South Somerset also attend schools with sixth forms in other districts, such as the Gryphon in Sherborne as highlighted above.

### Yeovil College

11.52 Yeovil College attracts around 5,000 full and part-time students from across the South Somerset and beyond, particularly Dorset. The main campus is on Mudford Road, Yeovil, but there is also a Motor Vehicle Centre elsewhere in Yeovil (Seaton Mews) and an outreach centre in Shaftesbury, North Dorset. The College delivers a range of academic ('A' level) and vocational courses, as well as apprenticeships and business training. The College also offers Higher Education courses.

11.53 The main campus at Mudford Road includes a construction skills centre, training kitchens, independent living skills centre, specialist creative industry areas, engineering workshops and dedicated areas for 'A' levels, Health Care & Early Years, Business, Uniformed Public Services and Travel & Tourism courses. There is a beauty salon, a hairdressing salon and a restaurant, which are all commercial ventures run by students, open to the public and supervised by staff.

11.54 The Motor Vehicle Centre is a specialist campus with both workshop and classroom facilities. North Dorset Technical College's facilities include a plumbing workshop, electrical and security workshop, hair salon and beauty salon.

**Figure 11.4: Yeovil College, Mudford Road Campus**



11.55 The most recent Ofsted report (April 2012) confirmed that the College is 'Good'. The target identified in the Strategic Plan<sup>195</sup> is to move towards 'Outstanding'. The College faces competition from other facilities across the county and beyond (Strode College, Bridgwater College and Richard Huish College which are all 'Outstanding' colleges; and Gryphon and Huish Episcopi sixth forms). However, it has identified opportunities for vocational programmes in Bridport, Dorchester and Crewkerne.

11.56 The College faces a number of opportunities and challenges over the short term. Creating a financially stable College is the main priority for the management board to 2018.<sup>196</sup> Higher Education is a priority for Yeovil College and as the Student Number Control (SNC) has been removed, this offers significant opportunities for growth in this area. The College is working with Bournemouth University, University of the West of England, and University of Gloucester to develop its curriculum which should lead to modest growth.

### **Special Education Needs**

11.57 There are two maintained special schools in South Somerset and both are located in Yeovil:

- Fairmead School is located in the Mudford area of Yeovil. The school currently caters for 95 pupils aged between 4-19 from across Somerset and Dorset.
- Fiveways School is located on Victoria Road in north eastern Yeovil. It is a Communication and Interaction Specialist School that makes provision for pupils with severe and complex learning difficulties. It also caters for children and young adults aged between 4-19 from across Somerset and neighbouring authorities. It currently caters for 75 pupils.

11.58 In addition to these schools, resource bases are attached to mainstream schools and academies and provide support for children and young people with learning difficulties. In South Somerset, these are based at Oaklands School and Preston School, Yeovil and Long Sutton.

11.59 A SEN review is programmed by Somerset County Council for 2016, and this will review existing infrastructure and consider capital projects. Until this review, capacity in Special Education Needs in South Somerset is considered to be sufficient although there is expected to be a requirement to invest in additional accommodation.

### **Planned and Additional future infrastructure requirements**

11.60 Clearly education is an important form of community and social infrastructure, necessary to support new development. Whilst the physical delivery of a site for housing development is not directly dependant on school places, the provision of accessible education facilities is a key element of attractive and sustainable communities.

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<sup>195</sup> Yeovil College Strategic Plan 2015-18

<sup>196</sup> Yeovil College Strategic Plan 2015-18

- 11.61 New residential developments bring more children into a school catchment area, which may have an effect on local school rolls. In some cases existing primary and secondary school rolls do not have spare capacity. In addition, increasing school rolls puts increased pressure upon existing school facilities. As a result of the above, contributions are normally required towards the cost of school infrastructure, where a development would lead to a deficit in school places which cannot be accommodated through existing infrastructure, or where it would place pressure on restricted infrastructure.
- 11.62 Spatial Policy officers from South Somerset District Council have been working in partnership with education colleagues from Somerset County Council to establish potential demand for early years and school places arising from both demographic growth and growth associated with planned development. This partnership began during the Local Plan process and has continued to date. It is envisaged that this informal working relationship will continue for the mutual benefit of both organisations.
- 11.63 This section highlights education infrastructure which is either already intended to be delivered and under construction, or included in medium to long terms plans, resulting from these discussions. In addition, the Council is aware that s.106 contributions to education have been agreed for development at several settlements, although in many cases the sums have not been received, and actual projects to spend the money still to be determined.

### **Early Years Education**

- 11.64 Nurseries are planned as part of the two new primary schools in Yeovil. A new nursery building will be created to free up space on the extension of the Wincanton Primary School (existing nursery will be relocated).
- 11.65 The County Council calculates the number of early years places based on an agreed local formula for the number of places that a development will yield over its lifetime. In the short to medium term, the increase in demand can be met through existing capacity or planned increases to capacity (e.g. co-location at the two new primary schools with nurseries in Yeovil). In the longer term **Yeovil** will require additional provision, although there are currently no plans for this as some of the need may be addressed through the private sector. The other areas with the greatest growth in demand (**Crewkerne, Ilminster, Wincanton, Somerton**) will only require additional provision as future developments reach completion. This will coincide with an increased need for primary school places.
- 11.66 In the future, all new Primary Schools, where there is a local need, will include a new nursery provision.

### **Primary and Secondary Education**

- 11.67 Somerset County Council considers all options when planning additional school places across the county. As with early years, they calculate the number of school places required using a local formula. The number of school pupil places likely to be

required from new development will depend on the type of school concerned, as shown in figure 11.5 below.

**Figure 11.5: Pupil Place Assumptions**

School	Ages	Year Groups	30 pupils per following no. dwellings:	Number of pupils per dwelling
Infants	5-7	3	346	
First	5-9	5	210	
Primary	5-11	7	150	0.2
Juniors	7-11	4	262	
Middle	9-13	4	210	
Secondary	11-16	5	210	0.14

11.68 The rates per dwelling are broad averages and apply across all sizes and tenures of dwelling, on the understanding that households in the smallest dwelling will have relatively few school-age children, whilst correspondingly more will occupy the larger dwellings.

11.69 In assessing the impact of increased pupil numbers resulting from planned growth, in addition to demographic growth, SCC undertakes the following tasks:

- Firstly, they review the capacity of all schools within statutory walking distance of the areas of pressure to see whether they have spaces that could accommodate additional children.
- Additionally they review the accommodation at schools within the areas of pressure to see whether there are any spaces within the existing buildings that are not currently being used as teaching spaces but could be used as classrooms to provide additional places in the future.
- Then they review existing buildings at schools within the areas of pressure to see whether there are any spaces that could be remodelled to provide an additional classroom/s.

11.70 When the additional places required cannot be achieved through the options above, the County Council look to expand existing school capacity within the area of pressure through the provision of temporary or permanent buildings. Only when the expansion of an existing school in the area of pressure is not feasible, will they look to find a suitable site to build a new school. Any costs for the provision of additional places that would be incurred as a direct result of housing growth, and which cannot be accommodated within existing schools, would be sought from the developer through s106 or CIL contributions.

11.71 Clearly building new schools are not taken lightly. They are expensive and with less funding available, every option is considered to maximise the existing estate before consideration is given to embarking on a school building project. That said, if a new school is required to provide education for a population, it is the local authority's statutory duty to make that provision available.

11.72 Somerset County Council is currently considering options for additional school places/accommodation. Although the County Council through its joint working with South Somerset District Council have more accurate housing data, they are aware that not all of this is included in the latest SCC published forecasts (March 2015) and can only plan places and commit funding using the published forecasts because this is the agreed evidence base.

11.73 The main findings for planned and additional education infrastructure requirements by settlement are set out below.

#### **Yeovil – Primary School provision**

11.74 To ensure sufficient primary capacity within the Yeovil Area in the short term, Somerset County Council planned to open two new primary schools in September 2016 on sites at Lufton and Wyndham Park (both intended to eventually be two-form entry). These are both residential developments that are currently being built out. Due to various issues accessing the sites, the schools will now open on host sites until such a time as the permanent school buildings are built. This will ensure sufficient places are available from September 2016. Preston Primary will be the sponsor for the school in Lufton, and Huish Primary School will sponsor the school at Wyndham Park. Both Somerset County Council and South Somerset District Council are working hard to secure the host sites, and when the details of these sites have been finalised the information will be available on the school admissions page on the SCC website.

11.75 In addition to these new schools, a primary school is planned at both the Brimsmore Key Site (two form entry) and the South Yeovil Sustainable Urban Extension (one form entry) – these will address the demand for school places arising from the housing proposed in the Local Plan. Additionally, housing growth is expected within Yeovil's existing urban framework. This residential growth will be monitored and contributions sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

#### **Yeovil – Secondary School provision**

11.76 The level of development proposed through the Local Plan does not generate sufficient places to justify a new secondary school in Yeovil. However, forecasts suggest that there will be a lack of secondary capacity towards the end of the plan period. SSDC will continue to work with the County Council to review secondary provision in Yeovil and will consider all the options available for increasing capacity at any or all of the secondary school sites before consideration is given to building a new secondary school.

#### **Chard**

11.77 The Local Plan identifies two new primary schools to be delivered to accommodate residential growth in the Chard Strategic Growth Area: one before 2028, and one after. The implications of the rates of delivery of this planned housing and any additional housing growth on school capacity and education infrastructure will be monitored and managed to ensure arrangements are in place to meet demand and that additional growth does not create capacity issues. Contributions will be sought

towards education infrastructure where additional capacity is required and contributions are deemed necessary.

### **Crewkerne**

11.78 The Local Plan identifies a new first school will be required within the plan period. The latest SCC published forecasts (2015)<sup>197</sup> suggest there is sufficient capacity within the First Schools in Crewkerne to meet the initial demand arising from new housing proposed at the Crewkerne Key Site and surrounding area. In the longer term, a new First School will be required to meet demand and this will be delivered on the Crewkerne Key Site.

### **Iminster**

11.79 The Local Plan highlights a need for a new replacement First School in Iminster. The latest SCC published forecasts (2015) suggest there is sufficient capacity within the First School to meet the initial demand arising from new housing in this area.

11.80 Both SCC and SSDC are currently considering the potential impacts of additional housing over and above the local plan figures and will continue to assess appropriate solutions if and when capacity at the school is exceeded. Contributions will be sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

### **Wincanton**

11.81 The expansion of Wincanton Primary School to 14 classrooms in 2017 will meet the demand for places arising from the Local Plan growth.

11.82 SSDC and SCC are considering the potential impacts of additional housing over and above the local plan figures and will continue to assess appropriate solutions if capacity at the school is exceeded further. Contributions will be sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

### **Ansford/Castle Cary**

11.83 The Local Plan identifies the requirement for a new Primary School within the plan period, included within the strategic direction for growth (Policy LMT1). The Local Plan growth alone generates a need for additional school places (circa 2 classrooms) however, additional dwellings are proposed by developers.

11.84 The latest SCC published forecasts (Feb 2015) suggest there is sufficient capacity within Castle Cary Primary to meet the initial demand for school places from the housing developments in this area.

11.85 A feasibility study may need to be commissioned to see if further expansion is possible at this school. The County Council is considering options for the provision of additional accommodation in Castle Cary in the longer term, following the granting of approval in October 2015 for two sites equating to 240 dwellings (one of which includes provision of a site for a new primary school if required). The County and

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<sup>197</sup> Somerset County Council Schools Organisational Plan, 2015

District Councils are considering the potential impacts of additional housing over and above the local plan figures, and will continue to assess appropriate solutions if and when capacity at the school is exceeded. Contributions will be sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

### **Langport/Huish Episcopi, Somerton, Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke Sub Hamdon**

11.86 A new classroom was added to South Petherton Junior School in September 2015 to increase its capacity to 150.

11.87 In all these settlements the Local Plan does not identify any specific requirement for additional education infrastructure. Somerset County Council advise that currently there is sufficient capacity to accommodate the housing growth proposed through the Local Plan in each of these places. However, residential growth will be monitored and contributions sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

### **Rural Settlements / rest of District**

11.88 The Local Plan does not identify any specific requirement for new education infrastructure in any of the smaller settlements across the District. Somerset County Council advise that there is sufficient capacity to accommodate the housing growth proposed through the Local Plan across the Rural Settlements. Applications will be monitored and managed to ensure arrangements are in place to meet demand should they be required. Contributions will be sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

11.89 Queen Camel Countess Gytha Primary School is being replaced. The capacity of the new school will be increased by 38 places, taking it to 180. The contractors have started on site and it is hoped that it will be ready to open in June 2016.

### **Further Education and Training**

11.90 An update of the Yeovil College Accommodation Strategy has recently been commissioned which will inform the development of the college estate in the future. Yeovil College have confirmed that there is sufficient capacity to accommodate the proposed Local Plan growth. As explained above, austerity cuts have impacted on funding and the challenge to develop the college estate is considerable with the financial constraints that it faces. There is pressure on the planning and funding of on-going maintenance and repairs to existing buildings.

11.91 The Heart of the South West LEP and Dorset LEP cover Yeovil College's catchment area. Given that the LEPs have become the conduit for all capital funding in the college sector, Yeovil College are aware of the need to align itself with the LEPs priorities. These priorities lie in the new and growing sectors, which leaves much of the college's existing provision unsupported by capital funds.

11.92 It is vital that officers from both the District and County Council work with Yeovil College to improve the linkages with LEP priorities and ensure its financial viability going forward.

### **Special Education Needs**

11.93 No new infrastructure is planned until the SEN review has been undertaken by Somerset County Council in 2016. Demand is likely to increase as new development occurs. It is considered that until the 2016 review, special school requirements will be addressed district wide within existing special schools. Therefore new facilities have not been identified but a financial contribution from new development may still be required, this will be collected alongside primary and secondary provision if appropriate.

## **Funding and Delivery**

### **Overview**

11.94 The majority of funding for the education sector, regardless of whether it is early years or further education, comes from Government departments or agencies. Revenue funding is received for running the service and capital funding for new building projects and maintenance.

11.95 Despite elements of education being protected, the austerity cuts being put in place mean there is less money available in the public sector for capital projects. Unlike primary, secondary and Special Education Needs education, there are more funding options for the delivery of early years and further education from the private sector and therefore growth associated with residential development is often positive as it creates a demand for the service (i.e. creates a market).

### **Early Years, Primary and Secondary Education**

11.96 Somerset County Council receives revenue funding from the Education Funding Agency for all the pupils (including Special Education Needs) attending Somerset maintained schools and academies. School funding is received on a per pupil basis from the DfE and the amount each school receives is determined through a formula governed by legislation. Early Years funding comes directly to the County Council and they pay providers based on actual hours taken up over the year.

11.97 Central Government allocates funding for capital investment in new school places based upon what is known as 'basic need' requirement. This is calculated based on current capacity compared with growth due to rising births in the area and changes to in-year migration. It also provides funding for structural repair, refurbishment and maintenance of existing school property.

11.98 Somerset County Council's latest published Capital Investment Programme (2015/16) contains capital investment proposals for the period 2015/16 to 2017/18. Figure 11.6 below illustrates the potential cost of such capital projects across the county over that 3 year period.

**Figure 11.6: SCC Capital Investment for Education 2015/16 to 2017/18**

Scheme Name	Summary Description	SCC Resource in £ (external funding £)		
		2015/16	2016/17	2017/18
<b>Business as Usual Schemes</b>				
Planned structural repair of existing school property	To undertake capital repair works to priority schemes highlighted in surveys and Asset Management Plans which if not addressed could lead to closure of establishment.	5,000,000	5,000,000	5,000,000
School Access Initiative	Provision of specialist ICT equipment and building adaptations to improve access to schools and curriculum for disabled children and young people.	400,000	600,000	600,000
Schools Basic Need (demographic growth)	Provision of new accommodation to provide additional school places (growing birth rate, pre-existing housing developments).	6,550,000	3,725,000	925,000
Early Education and Childcare capacity	Provision of new accommodation to provide sufficient childcare through new and improved accommodation.	1,000,000	1,000,000	1,000,000
Early Years Replacement Buildings	Replace and re-locate buildings that are coming to the end of life and not fit for purpose.	200,000	200,000	200,000
Replacement of temporary teaching units		0	550,000	550,000
		<b>13,150,000</b>	<b>11,075,000</b>	<b>8,275,000</b>
<b>Extraordinary Schemes</b>				
Basic Need (New Schools)	Provision of new accommodation to provide additional school places (associated with new development).	6,500,000 (1,000,000)	10,250,000*	12,500,000*
		<b>6,500,000 (1,000,000)</b>	<b>10,250,000*</b>	<b>12,500,000*</b>
<b>Total Cost</b>		<b>20,252,000 (1,000,000)</b>	<b>21,725,000*</b>	<b>21,175,000*</b>

\*£11,500,000 of external funding available but the specific year is unknown as it is associated with developer contributions.

11.99 The table gives an indication of the enormous cost of capital investment undertaken. In 2015/16 the County Council programmed £55,985,300 for capital investment schemes which included highways, libraries, heritage and other services. Nearly 35% of that budget was on education schemes.

11.100 Currently<sup>198</sup> there are at least 12 major housing developments which are expected to create a new primary school across the County. Funding all these competing schemes requires additional funding. Where new developments increase need, housing developers are required to make a contribution in order to meet that increased need. Depending on the size of the proposed development, a developer will be required to provide a site and a financial contribution.

11.101 As of June 2015, Somerset County Council uses the following Basic Need Cost Multiplier to obtain contributions per pupil of:<sup>199</sup>

- Early Years places: £14,007
- Primary school places: £14,007
- Middle school places: £17,556
- Secondary school places: £21,106
- Post 16: £22,890

11.102 Traditionally, developers have contributed to the provision of school places through Section 106 agreements. However, often contributions from s.106 are not enough in themselves to deliver a new school and therefore the County Council need additional 'top up' funding to fund the scheme, which presents a financial challenge. South Somerset intends to progress with CIL in 2016, and there is potential for education to be included on the list of infrastructure that could be funded through CIL (the 'Regulation 123' list).

11.103 In the future there will be less money available for capital infrastructure projects, therefore opportunities to maximise funds should be sought. For example, at the development management stage, development costs can be reduced by negotiating the best sites for schools (i.e. a level site which is easily accessible). At a more strategic level, s.106 and/or CIL can be used to lever in additional funding partners, for example through the LEP by aligning skills and training priorities.

## Conclusion

11.104 As with other public services, reductions in funding present challenges to infrastructure providers. The challenge in early years and primary and secondary education is to maximise existing assets, release additional capacity within existing buildings and on site.

11.105 Plans are in place to provide additional early years and primary education places in Yeovil. The County Council are working with the District Council to consider options for ensuring sufficient places in Chard, Crewkerne, Ilminster, Wincanton and Castle Cary. There is no requirement for an additional secondary school to deliver the housing growth across the District at present, but the County Council and District

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<sup>198</sup> Somerset County Council Capital Investment Programme 2015/16.

<sup>199</sup> These figures will be reviewed annually using the DfE Basic Need Cost Multiplier and BCIS General Buildings Cost Index of the Royal Institution of Chartered Surveyors, adjusted by a localisation factor which accounts for the cost of building.

Council will continue to work on options to increase provision in Yeovil in the medium to longer term.

11.106 Yeovil College have confirmed that there is sufficient capacity to accommodate the proposed Local Plan growth. It is vital that officers from both the District and County Council work with Yeovil College to improve the linkages with LEP priorities and ensure the College's financial viability going forward.

11.107 The assumption is that there are currently sufficient special education needs across the District. However, until the SEN Review reports in 2016, the extent of infrastructure required to support Local Plan growth is not known.

11.108 In order to ensure the issues surrounding education provision and sufficiency are considered by the planning system, Somerset County Council as the education authority should continue to be consulted on planning applications where appropriate, to ensure developer contributions are made where necessary. The two councils will continue to work in partnership to monitor and manage issues relating to education infrastructure capacity in South Somerset.

## 12. Health Care

### Key messages

#### Organisational Overview

- NHS England is broken down into four regions. South Somerset falls within the NHS England South region.
- NHS England South funds the Somerset Clinical Commissioning Group (CCG), and also funds the provision of GP practices and some specialist services.
- The Somerset CCG is responsible for planning and buying healthcare services across Somerset. This may be from the NHS, from the private-sector, or the third-sector.
- Somerset Partnership NHS Foundation Trust provides a wide range of community health, mental health and learning disability services across Somerset. Services are mainly delivered from 13 community hospitals and the four principal mental health sites across the county. Many services are administered by Somerset County Council.
- Public Health England takes an overview of the nation's health and well-being with the aim to promote healthier lifestyles. Operating nationally through nine centres, one of which is Public Health England South West. The public health agenda in South Somerset is facilitated through Somerset County Council.
- Somerset County Council also helps manage the mental health and well-being, adult social care, and child social care agendas in South Somerset; linking with facilities and services provided by Somerset Partnership NHS Foundation Trust, institutions and the community.
- Health and Well-being Boards bring together bodies from the NHS, public health, and local government to plan how best to meet local health and care needs. The Somerset Health and Well-being Board is led by Somerset County Council.

#### Drivers of Change in Healthcare

- The greatest challenge across Somerset is the ageing nature of the population. The major burdens of disease in Somerset, particularly resulting in long term conditions, are those that are mainly caused by lifestyles choices and are largely preventable.
- South Somerset is a large district and this creates unique healthcare challenges in terms of service delivery because of the geography and associated issues linked to rural accessibility, as well as somewhat hidden pockets of deprivation.
- NHS England South and Somerset CCG recognise that they will not have enough money to continue to deliver services in the same way and meet growing demands. A different approach is required.
- The new approach is to integrate health and social care, whilst promoting healthy lifestyles to optimise service delivery, balance growing demands with reduced financial budgets, and improve patient outcomes.

### **Primary Care**

- The Somerset CCG is made up of 75 GP practices operating across nine commissioning localities.
- South Somerset is covered by two commissioning localities: Chard, Crewkerne and Ilminster, and South Somerset Healthcare.
- There are 28 GP practices in South Somerset. The quality and spread of GP surgeries across the District is considered by the Somerset CCG to be 'good to excellent'.
- However, Somerset CCG has identified short-to-medium term issues associated with the availability of GPs to provide services in Somerset. This is linked to a wider skills, recruitment and retention issue.
- Planning applications submitted to South Somerset District Council could offer solutions for the GP surgeries in Bruton and Ilchester.
- NHS England and Somerset CCG are currently producing a high level Local Estates Strategy which is due to be published in 2016 – this will provide comprehensive evidence on infrastructure requirements. The South Somerset IDP will be reviewed to take account of this latest information.

### **Secondary (Acute) Care**

- Yeovil District Hospital has indicated that no additional infrastructure is required to support the local plan growth to 2028. New approaches to acute and primary care being piloted by the hospital through the Symphony Project mean that no large-scale infrastructure investment is planned.
- Refurbishment and upgrade of Chard Community Hospital has been approved by Somerset Partnership NHS Foundation Trust.

### **Dental Services**

- Both child access rates and adult access rates to dental services in South Somerset are above the national average.
- Ansford/Castle Cary, Langport/Huish Episcopi, Bruton, Martock and Stoke Sub Hamdon do not have NHS dental practices accepting new adult patients who pay for their care.
- There are no dental practices in Ilchester, Milborne Port or South Petherton. However, this has not been raised as a concern by Public Health England.
- There is currently no planned capital investment by NHS England in dental infrastructure in South Somerset.

### **Pharmacies**

- The Pharmaceutical Needs Assessment (2015 – 2018) has confirmed there is no identified need for new pharmaceutical providers in South Somerset. NHS England will work with existing providers to ensure that the needs of the population continue to be met.

## Definition

- 12.1 For the purposes of this IDP, health care constitutes primary care, secondary (or acute) care, community services, and public health.
- 12.2 **Primary Care** is generally the first point of contact in the health care system for most people and is delivered by a wide range of independent contractors, including GPs, dentists, pharmacists and optometrists. NHS walk-in centres, NHS 111 and NHS Direct Telephone services are also part of primary care. The main source of primary care is the GP surgery.
- 12.3 **Secondary (or Acute) Care** is where people receive specialised support in an emergency or following referral for surgery, complex tests or other things that cannot (usually) be done in the community. The terms acute care, secondary care and hospital care are sometimes used interchangeably for services that are carried out by specialised staff and equipment. Acute care usually provides treatment for a short period, until the person is well enough to be supported in the community again.
- 12.4 **Community Services** are those services which support patients in their own homes. These include district or community nursing, physiotherapy, podiatry and a wide range of other services.
- 12.5 **Public Health** focusses on key issues to prevent and protect from illness and promote good health and well-being. This also serves to reduce the need for primary and secondary care, for example encouraging active healthy lifestyles, promoting good dental health or the creation of healthy living environments. This preventative approach seeks to educate people and encourage health to reduce the 'strain' on the NHS and its services.

## Statutory and Policy Context

### National Planning Policy

- 12.6 The link between planning and health has been long established, the built and natural environments are key determinants of health and well-being. Links between planning and health are found throughout the NPPF as it encourages local planning authorities to engage with relevant organisations when carrying out their planning functions.
- 12.7 The NPPF states that local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of their local population. They should understand the expected future changes in health and well-being, and any information about relevant barriers to improving it.
- 12.8 National Planning Practice Guidance<sup>200</sup> goes on to state that local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making. Public health organisations, health service organisations, commissioners and providers, and local communities should use the relevant planning guidance to help them work

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<sup>200</sup> Paragraph: 001 Reference ID: 53-001-20140306).

effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure.

## National Structure of Healthcare Management and Service Delivery

- 12.9 What is taken to be the National Health Service (NHS) is actually a complex range of organisations with different functions. The following sections aim to set out the main organisations and their roles and responsibilities.
- 12.10 The Health and Social Care Act 2012 introduced radical changes to the way in which the NHS in England is organised. These changes came into being on 1st April 2013.
- 12.11 The Act separates the Department of Health (DoH) and the Secretary of State (SoS) from the more day-to-day operational elements of the NHS. NHS England was created to take the lead on the delivery of day-to-day services, accountable to the SoS. Public Health England (PHE) was formed to take an overview on how to improve the nation's health and address health inequalities. HealthWatch England was also created to ensure patient feedback was properly represented in the system.

## NHS England

- 12.12 NHS England helps to deliver £100 billion in funds and holds organisations to account for spending this money effectively for patients and efficiently for the tax payer.
- 12.13 The majority of NHS England work is the commissioning of health care services, and this is done through groups of GPs called Clinical Commissioning Groups (CCGs). CCGs plan and pay for local services provided by hospitals and ambulance services.
- 12.14 NHS England formulates the strategic vision for how the NHS agenda will be delivered. Their *“Five Year Forward View”* articulates that the future of the health service requires a change in approach.<sup>201</sup> It sets out three new approaches that are required to ensure the long term, sustainable and effective management and operation of the NHS:
1. The need for a **“radical upgrade in prevention and public health”** – to avoid preventable illness and reduce the burden on the NHS and society;
  2. Where care is required, that **“patients will gain far greater control of their own care”** – including integrating the budgets for health and social care, as well as utilising the third sector and the local community; and
  3. That the **“NHS will take decisive steps to break down the barriers in how care is provided”** – streamlining the relationship between doctors and hospitals, between physical and mental health, and between health and social care. The future will see far more care delivered locally avoiding a ‘one size fits all’ model to be applied everywhere.

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<sup>201</sup> NHS England (October 2014): Five Year Forward View. <http://www.england.nhs.uk/wp-content/uploads/2014/10/5yfv-web.pdf>

12.15 Operationally, NHS England is broken down into four regions, shown in Figure 12.1 below. South Somerset falls within the NHS England South region. Within the South region, South Somerset's specific issues are addressed by a 'South-West' team.

12.16 NHS England South funds the Somerset CCG, and also funds the direct provision of some GP practices and some specialist services.

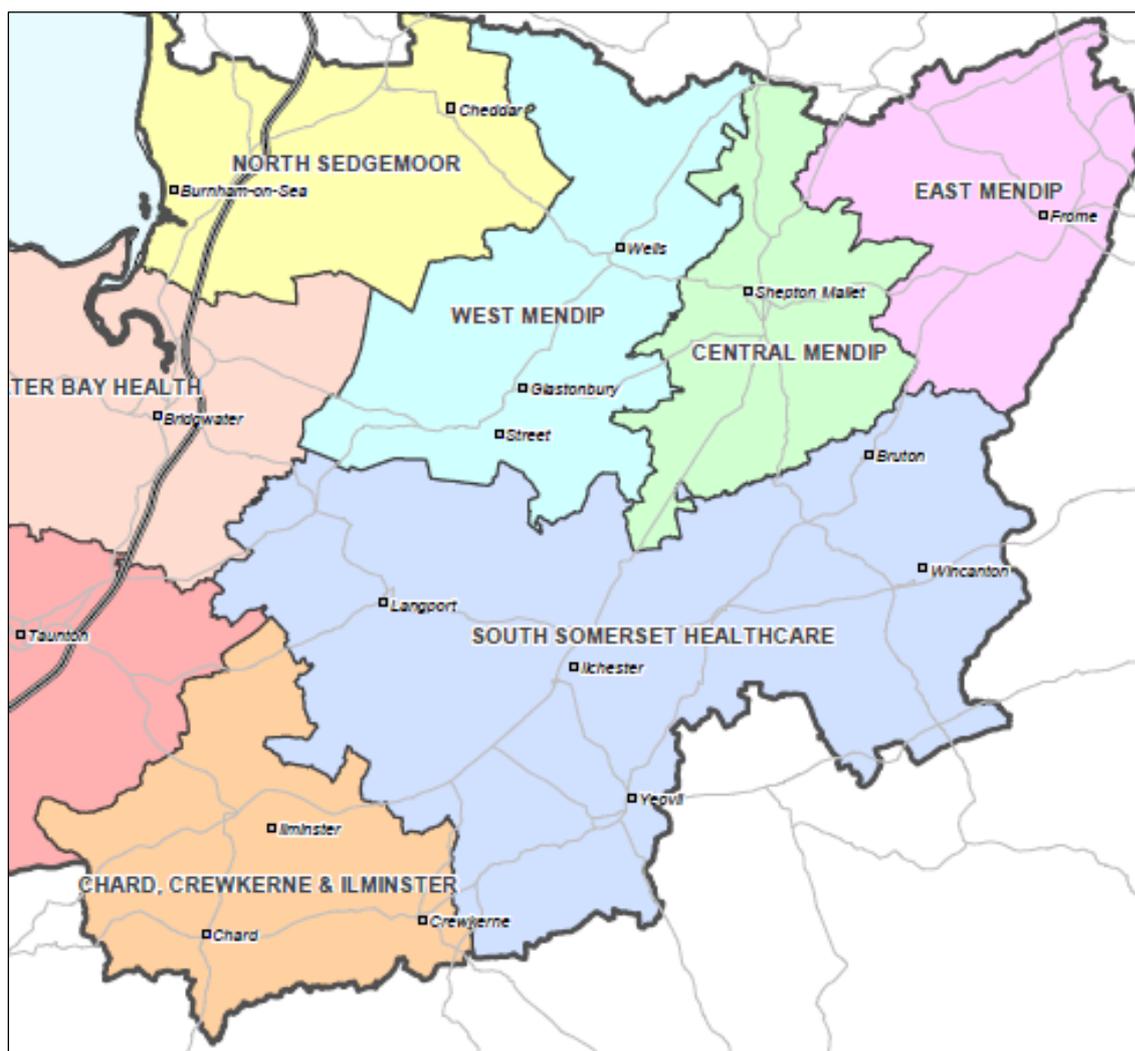
**Figure 12.1: NHS England's Regional Teams**



**Somerset Clinical Commissioning Group**

12.17 The Somerset CCG is made up of 75 GP practices operating across nine commissioning localities (operating as Federations). South Somerset is covered by two commissioning localities: Chard, Crewkerne and Ilminster; and South Somerset Healthcare.

Figure 12.2: Chard, Crewkerne and Ilminster; and South Somerset GP Federations<sup>202</sup>



12.18 The CCG plans local health care and buys services from district hospitals, such as Yeovil District Hospital, and also funds community and mental health services from Somerset Partnership NHS Foundation Trust. The CCG also provides over £19.5million in funds for the South Western Ambulance Service NHS Foundation Trust (emergency services are discussed in Chapter 13).

12.19 To provide an effect framework for commissioning, Somerset CCG has prepared a “Five Year Strategy” and a “Two Year Commissioning Plan”.

12.20 The *Five Year Strategy (2014 – 2019)*<sup>203</sup> mirrors much of NHS England’s ‘Five Year Forward View’ and is the mechanism to deliver the NHS’ mandate. It reconfirms the scale of the challenge facing the NHS, with reduced financial capability, but increasing demands.

12.21 To underline the difficulties being faced, Somerset CCG has confirmed that they would need to find £200 million of efficiency savings in Somerset over the next 5 years, if the funding remains constant at the current levels.

<sup>202</sup> Source: Somerset CCG.

<sup>203</sup> Somerset CCG – Five Year Strategy (2014 – 2019):

<http://www.somersetccg.nhs.uk/EasysiteWeb/getresource.axd?AssetID=2675&type=full&servicetype=Attachment>

12.22 However, it is clear from the strategy that efficiency savings alone will not be sufficient to make the budgets balance; and that total service transformation is required. To achieve this, the Five Year Strategy sets out four strategic themes to be delivered between 2014 and 2019. They are:

- Theme 1: Encouraging communities and individuals to take more control of and responsibility for their own health and wellbeing
- Theme 2: Developing joined-up person-centred care
- Theme 3: Transforming the effectiveness and efficiency of urgent and acute care across all services
- Theme 4: Sustaining and continually improving the quality of all services

12.23 The *Two Year Commissioning Plan* runs from 2015 to 2017,<sup>204</sup> and seeks to make real the strategic themes stemming from the Five Year Strategy. It makes clear that a radical and ambitious strategy is required to ensure high quality, joined-up and sustainable person-centred care is provided across Somerset. It identifies six work programmes, which will drive change and deliver better patient outcomes, they are:

**i. Collaborative Working:**

This may be between patients and professionals, between organisations providing health and social care services, or between organisations that are commissioning services for people with long term complex conditions. Initiatives include: Better Care Fund jointly with SCC; Personalised Care Planning; Integrated Personal Commissioning; Telehealth; Local Implementation Groups (Symphony Project in South Somerset); and Primary Care Collaborative Schemes. The aim is to develop an integrated service that delivers person-centred care, where patients can manage their own care, and, in turn, help reduce the demand on traditional NHS services.

**ii. Community Services including End of Life Care:**

This work programme is tasked with keeping people living independently at home for as long as possible. Building upon the above collaborative working activity, the concept is that increasing joined-up service delivery and a greater sharing of information can result in better care delivered to people a home.

**iii. Urgent and Emergency Care:**

Somerset has an ageing population and this is generating a continued rise in all long term conditions. The current profile of service delivery is not sufficient to cope with the increase demands generated. To ensure people are seen by the right health professional, in the right setting at the right time, quality and cost, the CCG is adopting a series of initiatives, including: seven day working via the Better Care Fund; enhancement of the NHS 111-service and Out-Of-Hours provision; Ambulatory Emergency Care; and Acute Elderly Assessment Units / Frail Older Persons Assessment Service.

**iv. Acute Services:**

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<sup>204</sup> Somerset CCG – Two Year Commissioning Plan (2015 – 2017):  
<http://www.somersetccg.nhs.uk/EasysiteWeb/getresource.axd?AssetID=2673&type=full&servicetype=Attachment>

Somerset CCG is committed to maintaining a quality and comprehensive acute care service. A strategy to lessen the burden on the acute facilities through wider integration across the health and social care sector has been devised. For example, Yeovil District Hospital NHS Foundation Trust is delivering the Symphony project to realise these gains.

**v. Elective Care:**

Ensuring that elective care remains high quality, responds in a cost-effective manner to increased demands for certain referrals in specialist areas, whilst reducing the overall burden through more proactive measures. Specific initiatives relates to: overcoming extreme demand for dermatology, ophthalmology, and orthopaedics; and interventions not normally funded.

**vi. Improving Quality and the Patient Experience:**

Whilst part of the proceeding five work programmes, improving quality and the patient experience is a primary aim to help underpin service improvements. Carrying out quality impact assessments, whilst engaging with public and responding to their requirements is inherent in achieving this objective.

12.24 The Two Year Commissioning Plan's objective is to make sure people access the right services, in the right place, at the right time. Four clear conclusions emerge:

- Where appropriate, people will receive more care in their community, closer to home. This may be through primary care services, through community based services, or at a community based facility.
- People will access Acute Hospitals less for conditions that can be managed effectively in a community setting.
- Somerset people will be expected to make some improved choices about how they live to give them the best chance of a healthier life and how they access services so that community based services (such as NHS 111 and Out of Hours Services) are the first line of inquiry for people. People will also be encouraged locally to utilise and gain the maximum benefit from the Community Hospital based Minor Injury Units.
- Preventing health problems that are a consequence of lifestyle choices will be a key focus for everyone, and supporting people to self-manage their conditions is also a significant priority. People will have more joined up care, and they will be involved in designing their care to ensure better outcomes and experience.

12.25 As well as working in partnership with local NHS hospitals and community services, Somerset CCG works closely with patient representative bodies such as Patient Participation Groups, HealthWatch, and Somerset County Council's Overview and Scrutiny Committee and the Health and Wellbeing Board.

### **Yeovil District Hospital**

- 12.26 Yeovil District Hospital NHS Foundation Trust (YDH) delivers district general hospital services and acute care to the population of Yeovil, Mendip, and North and West Dorset.
- 12.27 The hospital has identified that their primary driver and challenge is the demographic growth within the local area, particularly an increasing older population, many of whom have multiple health issues. This demand is compounded by the financial constraints facing the NHS.
- 12.28 YDH has recently established the Symphony Project bringing together the Somerset CCG, Dorset CCG, local GPs, adult social care from SCC and the community and mental health services provider, and Somerset Partnership NHS Foundation Trust.
- 12.29 The aim of the Symphony Project is to transform the care provided to patients with complex, long term conditions through an integration of care across health and social care boundaries. The work is to establish a new model of care based on integrated health and social care teams (including hospital specialists and GPs) to manage the care of patients with the most complex conditions. The Symphony Project also provides an opportunity to develop a new model of commissioning and contracting for integrated care between commissioners (CCG and local authority) and providers (including GPs).

### **Somerset Partnership NHS Foundation Trust**

- 12.30 Somerset Partnership NHS Foundation Trust provides a wide range of community health, mental health and learning disability services, mainly across the area of Somerset which is administered by SCC, but also to some residents of neighbouring counties. It also provides a number of regional specialist services to patients from across the wider south west.
- 12.31 Services are mainly delivered from 13 community hospitals and the four principal mental health sites across the county. As well as seeing people in Trust premises, they are able to offer appointments in other community venues which may be more easily accessible to patients. Wherever possible the Trust seeks to support people in their own home or as close to their home as possible.
- 12.32 Services are provided in partnership with other statutory agencies and a range of voluntary sector providers. In 2015/2016 the Trust will receive over £126million from the Somerset CCG to deliver NHS contracts for secondary care in Somerset.

### **Somerset County Council**

- 12.33 Since April 2013, SCC is responsible for the provision of public health covering a range of issues, including: smoking; mental health; alcohol; sexual health; teenage pregnancy; older people; dental health; children and young people; community safety and accident prevention; and healthy eating and physical activity.
- 12.34 SCC works very closely with both NHS England South and Somerset CCG to jointly deliver services. For example, Somerset CCG and SCC are working collaboratively to integrate health and social care through the Better Care Fund. Under the terms of Somerset CCG's Two Year Plan, SCC will receive just under £11.5m in 2015/2016 to

realise the aims of the Better Care Fund, which is to create a local single pooled budget to incentivise the NHS and local government to work more closely together around people, placing their well-being as the focus of health and care services. This project will be overseen by the Somerset Health and Wellbeing Board.

### **Somerset Health and Wellbeing Board**

- 12.35 Based at SCC, the Board has the remit to improve the health and reduce inequalities of residents in Somerset. The Board covers South Somerset and brings together bodies from the NHS, public health and local government, including HealthWatch. The Board has adopted the Health and Wellbeing Strategy for Somerset (2013 – 2018)<sup>205</sup> which sets out the aims and priorities for the five-year period.
- 12.36 The Board has a statutory duty to prepare and publish a Joint Strategic Needs Assessment (JSNA)<sup>206</sup> that analyses a range of information to target preventative work for the greatest public health gain. The JSNA is used to inform commissioning and allow for Somerset CCG, SCC and others to define their priorities.
- 12.37 The Board also has a statutory duty to prepare a Pharmaceutical Needs Assessment (PNA).<sup>207</sup> The PNA appraises how well pharmacies and pharmacy services are provided to the people of Somerset. It includes chemists and GP practices that dispense medicines. It also considers whether the number of pharmacies will still be adequate in the next four years. The PNA informs NHS England in its commissioning of services from pharmacies, and whether new pharmacies should be encouraged or permitted to open.

## **Current Health Care Issues in South Somerset**

### **Overview**

- 12.38 The Somerset JSNA (2015) identifies the key health care issues and long term priorities for Somerset. The greatest challenge across the county is the ageing nature of the population. In Somerset life expectancy is greater than the national average. This skewed demographic profile poses a challenge to the sustainability of public services, and has become a key driver for health care planning as, whilst life expectancy has increased, a healthy life expectancy (the average age at which we can expect to remain free from long-term health problems) has not increased to the same extent. Increasingly, people will spend a greater portion of their life in ill-health, placing a significant burden on health and social care services, unless healthy life expectancy is improved.
- 12.39 The ageing population has particular implications for services in Somerset as it is a key risk factor for many common health conditions. Somerset has an older population than the national average; with the 65+ age group projected to rise by a further 30% by 2021. By 2033, over half the population in Somerset will be over 65. This will increase the number of patients with cardiovascular disease, cancer and diabetes. Projected increases for dementia and heart failure are also high. It must

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<sup>205</sup> Somerset Health and Wellbeing Board – Health and Wellbeing Strategy (2013 – 2018):

<http://www1.somerset.gov.uk/council/boards.asp?boardnum=39>

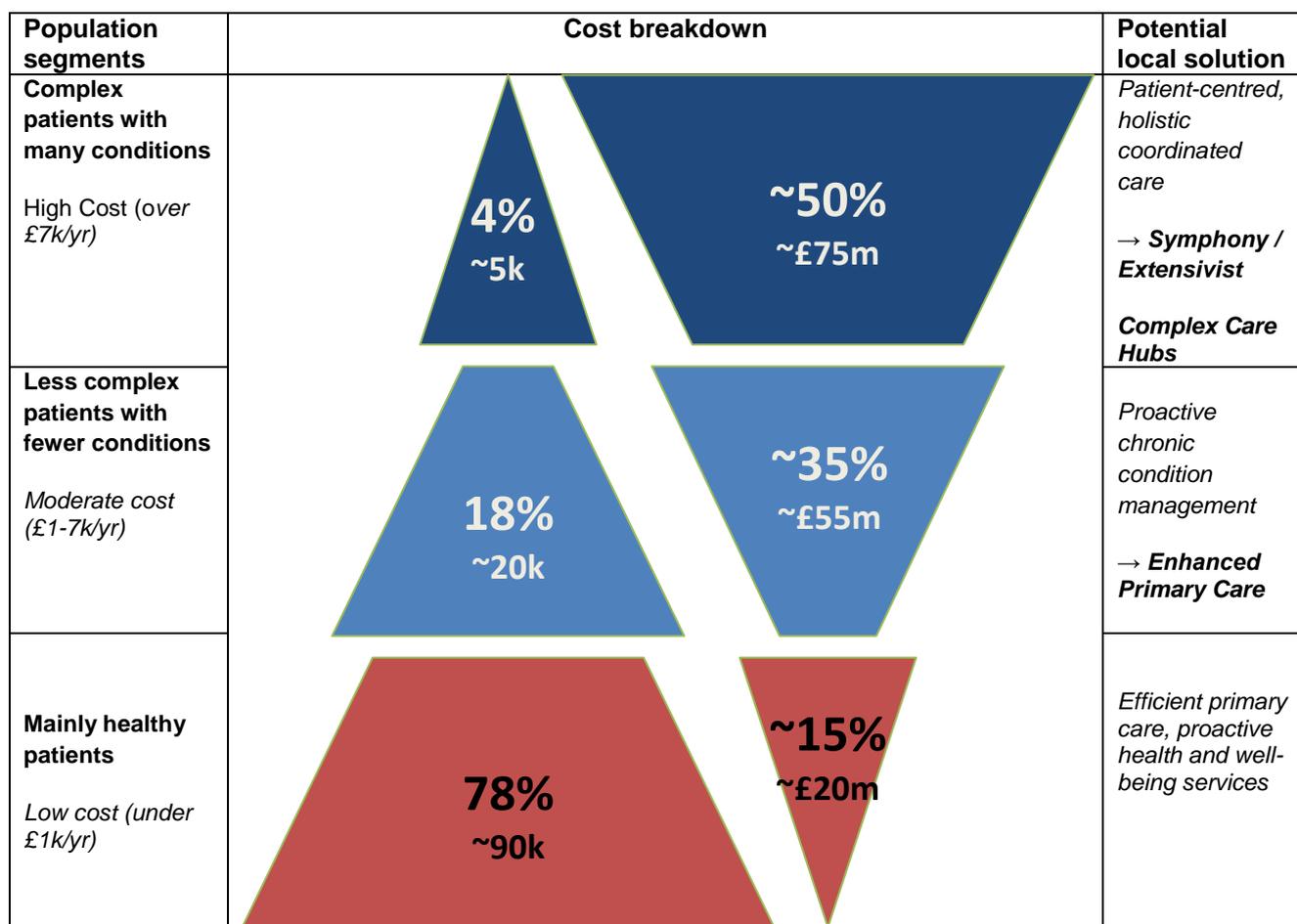
<sup>206</sup> Somerset Joint Strategic Needs Assessment (2014/2015): <http://www.somersetintelligence.org.uk/jsna>

<sup>207</sup> Somerset Pharmaceutical Needs Assessment (2015 - 2018): <http://www.somersetintelligence.org.uk/pna.html>

also be noted that smaller increases in conditions that are more common (e.g. hypertension) can have a bigger impact on the health service.

- 12.40 The major burdens of disease in Somerset, particularly resulting in long term conditions, are those that are mainly caused by lifestyles choices and are largely preventable – 40% of health is affected by lifestyle, 30% genetics, 5% environment, 15% society and 10% healthcare. The focus in Somerset is on targeting key lifestyle related health risks such as obesity, smoking and alcohol use.
- 12.41 Cancer, digestive, musculoskeletal and circulatory diseases along with maternity are the main causes of admission to hospital; while digestive, circulatory and respiratory disease are the main causes of emergency admissions. Projections show that in the future, some of the biggest increases in hospital admissions are likely to be in chronic conditions such as circulatory disease and cancers, which would increase in an ageing population.
- 12.42 The rate of mental health outpatient attendances varies quite considerably over time, but has shown a decrease in Somerset and in 2010/11 was much lower than the regional and national average. The admission rates also appear to have been decreasing in Somerset so that it is no longer higher than the national average.
- 12.43 An interesting conclusion from the recent evaluation work undertaken as part of the Symphony Project is that those patients with the most acute, complex and inter-related health issues account of just 4% of the population, but take up over 50% of the NHS' costs. The top 15% of the population requiring health care accounts for over 85% of the NHS' expenditure. This is exemplified in Figure 12.3.

Figure 12.3: Breakdown of healthcare expenditure per population segment<sup>208</sup>



### Health Profile

12.44 Public Health England produces a Health Profile for South Somerset. The latest profile states that, in general, the health of people in South Somerset is varied compared with the England average.

Figure 12.4: Overview of Health Profile for South Somerset<sup>209</sup>

Brief overview of Federation outcomes	ENGLAND <sup>210</sup>	Somerset	Chard, Crewkerne and Ilminster	S. Somerset Health care
Proportion of population aged 0-14	18%	16%	15%	16%
Proportion of population aged > 75	8%	10%	12%	10%
Index of Multiple Deprivation	17.2	16.9	15.0	14.7
Proportion of pop. living in 10% most deprived neighbourhoods	27%	10%	0%	7%

<sup>208</sup> Source: Yeovil District Hospital NHS Foundation Trust.

<sup>209</sup> South Somerset Federation Public Health Profile (2014-15), published December 2014.

<sup>210</sup> England data shows what proportion of England's population are in areas with Indices of Multiple Deprivation above the Somerset critical value for being in the most deprived 10% or 20%

Proportion of pop. living in 20% most deprived neighbourhoods	37%	20%	9%	10%
All cause mortality, all ages (SMR compared to Somerset)		100%	90%	100%
Proportion of deaths occurring before 65	17%	13%	11%	12%
Proportion of those dying at home (all cases)	22%	21%	23%	19%
Smoking rate adults 16+		15.4%	17.8%	13.8%
Smoking ascertainment		73%	76%	72%
Smokers going through cessation per 1000 recorded smokers		108	96	136
Excess weight in 4-5 year olds	23%	23%	24%	24%
Excess weight in 10-11 year olds	33%	30%	29%	29%
Obese adults (16+) (per 1000 - Standardised to Somerset)	119	99	110	97
Alcohol related admissions	1,984	2,068	2,017	2,114
Drug related admissions		120	121	121
Teenage deliveries (rate per 1,000 15-17 year olds)		18.2	20.5	18.7
Chlamydia % screened of eligible (15-24 year olds)		3.3%	2.1%	4.4%
MMR coverage by 2nd birthday	92.7%	93.8%	93.1%	95.4%
Cervical cancer screening (25-49)	71.5%	74%	76.6%	73.3%
Health Checks % of eligible invited for check (an. target)		76%	100%	76%
Health Checks undertaken as % of eligible (annual target)		40%	56%	39%
Health Check as % of eligible in most deprived pop. quintile		28%	35%	23%
Self harm admissions (rate per 100,000)		223	202	243
Emergency admissions to hospital for Falls in people aged 65 and over (rate per 1000)		31	29	34

Green = better than England average, whilst Red = worst - most worthy of attention.

## Oral Health

12.45 Nationally there have been substantial improvements in oral health in the past 20 years. Improving Oral Health in Somerset (2015-2018) identifies key points regarding the county's oral health, these being:

### Children and Young People

- Tooth decay in 5 year olds across the county is lower than national figures (nationally 30.9%, Somerset 25.8%) but tooth decay amongst 12 years olds is slightly higher than that seen nationally (nationally 33.4%, Somerset 36.6%).
- The most common age group for dental extraction is 5-9 year olds. South Somerset has the lowest proportion in Somerset at 0.2%, compared to Sedgemoor at 0.9%.

### Adults

- There is a slightly higher prevalence of tooth extraction, dental decay and tooth wear in adults compared to the national average.
- 75% of adults over the age of 55 experience some degree of periodontal disease.
- Older adults are particularly vulnerable to poor oral health as their dental needs become more complex, especially if they are affected by additional health problems such as diabetes, cardiovascular disease and dementia.

- 12.46 Easy and timely access to dental services is essential to ensure that individuals are able to receive preventative interventions and advice as well as treatment when they request it.<sup>211</sup>
- 12.47 One measure used to assess provision is the “access rate”. This describes the number of patients seen as a proportion of the resident population. Access rates can be affected and influenced by many features including the amount of dental provision in an area, the oral health needs of population, the deprivation or indeed prosperity of the resident population.
- 12.48 A low access rate therefore may not solely be due to a lack of provision; elements such as patient choice for example opting for private treatment can impact on the rate. Both child access rates and adult access rates in South Somerset are above national average (77.2% and 56.6% respectively).

## **Current Infrastructure provision in South Somerset**

### **Overview**

- 12.49 The NHS remains a complex series of inter-linked organisations. The objective is clearly to bring about improvements in care through integrating and sharing the services provided across these organisations. At the same time the NHS is placing a greater emphasis on preventative measures and raising awareness of healthy lifestyles so as to lessen the burden on institutions and traditional models of care provision.
- 12.50 All of this has a bearing on the current stock of buildings and facilities within South Somerset, and will also influence decision-making on future investment in existing and new facilities.

### **Primary Care**

#### **GP Surgeries**

- 12.51 In South Somerset there are currently 28 GP practices / surgeries operating across various settlements and locations in the district.
- 12.52 Over the last decade a number of projects to upgrade and improve GP provision and capacity have taken place across South Somerset. As a result of this investment programme, Somerset CCG has confirmed that the quality and geographical coverage of the existing estate is ‘good to excellent’ across the district. Investment has occurred in the following locations:
- Extension of Stoke-sub-Hamdon Surgery (2007);
  - New facility built in Milborne Port (2009);
  - Extension to Langport Surgery (2010);
  - Replacement surgery for Church Street practice, South Petherton (2011);

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<sup>211</sup> Dental Public Health Report: Bristol, North Somerset, Somerset and South Gloucester (BNSSSG), October 2014. NICE guidelines recommended that the longest interval between oral reviews (for an adult) should be 24 months. Therefore dental attendance is now measured by the number and proportion of patients who have attended a dentist within the previous 24 months. Access Rates are expressed as a % of the area population and are calculated using 24 months of scheduled data.

- Replacement surgery for Millbrook Surgery, Castle Cary (2012);
- Replacement surgery for Wincanton Health Centre, to New Barn's Farm (2012);
- Replacement facilities for North Street Surgery and Summervale Medical Centre and relocation into Canal Way, Ilminster (2012);
- Replacement surgery for Tawstock Medical Centre, Chard (2012/13);
- Replacement surgery for South Street practice, Crewkerne (2013);
- Purpose built facilities to replace portacabin for Church View Surgery in Broadway (2013).

12.53 A replacement surgery for Bruton has previously been identified, but has not so far been delivered. Somerset CCG continues to support the idea of a replacement surgery building.<sup>212</sup>

12.54 Figure 12.5 below identifies existing GP surgeries by settlement, registered patients, and whether they are accepting new patients.

**Figure 12.5 Current GP surgery provision in South Somerset<sup>213</sup>**

Settlement	Name of GP surgery	Registered Patients (2015)	Currently accepting new patients
Yeovil	Abbey Manor Surgery	2,837	Yes
	Hendford Lodge Medical Centre	11,363	Yes
	Oaklands Surgery	3,662	Yes – although report by Prime plc identifies issues with the surgery's ability to deliver a modern, integrated service in the future – as only viable with larger patient numbers.
	Penn Hill Surgery	9,714	Yes
	Preston Grove Medical Centre	12,688	Yes
	Ryalls Park Medical Centre	6,136	Yes
	Yeovil Health Centre	5,019	Yes
Chard	Essex House Medical Centre	9,176	Yes
	Springmead Surgery	6,494	Yes
	Tawstock Medical Centre	5,117	Yes
Crewkerne	Crewkerne Health Centre	11,262	Yes
	West One Surgery	1,861	Yes
Ilminster	The Meadows Surgery	3,510	Yes
	Summervale Medical Centre	7,323	Yes
Wincanton	Wincanton Health Centre	8,620	Yes – although Area Development have raised concerns regarding the capacity of the surgery and Minor Injuries Unit.
Somerton	Buttercross Health Centre	5,023	Yes
Ansford / Castle Cary	Millbrook Surgery	4,815	Yes
Langport	Langport Surgery	12,029	Yes
Bruton	Bruton Surgery	5,941	Yes – potential to develop a

<sup>212</sup> An application is currently pending a decision for a new GP surgery in Bruton: 15/03363/OUT.

<sup>213</sup> NHS Choices, August 2015.

			new surgery to the north of the town given the constrained nature of the existing facility. A private company has submitted an application to develop a new GP facility in the town (Application: 15/03363/OUT).
<b>Ilchester</b>	Ilchester Surgery	3,361	Yes – although approved residential development at Dragonfly Chase will potentially require a new surgery given the constraint nature of the existing facility. NHS England has sought a contribution of £61,000 towards GP provision from the developer (Application: 15/00024/OUT).
<b>Martock</b>	Church Street Surgery	11,044	Yes
<b>Milborne Port</b>	Milborne Port Surgery	5,616	Yes
<b>South Petherton</b>	South Petherton Surgery	11,044	Yes
<b>Stoke-sub-Hamdon –</b>	Hamdon Medical Centre	5,212	Yes
<b>Rural Settlements</b>	Church View Medical Centre, Broadway	2,208	Yes
	Queen Camel Medical Centre	5,555	Yes
	Westlake Surgery, West Coker	1,734	Yes
	Templecombe (operated via Milborne Port Surgery)	No details registered on NHS Choices	Drop-in facility associated with the main surgery at Milborne Port. Morning surgeries delivered by GPs on a rota from main surgery.

12.55 In addition, there are three NHS walk-in centres located in Yeovil, Chard, and Wincanton. These centres provide fast access to health advice, emergency contraception and minor injuries such as cuts, sprains and small fractures.

## Pharmacies

12.56 The current Pharmaceutical Needs Assessment (2015-18) sets out that there are 42 facilities that can dispense pharmaceuticals across South Somerset. The coverage is described as 'good'.

12.57 The PNA sets out provision in the same GP Federations defined by the Somerset CCG, namely: 'Chard, Crewkerne and Ilminster'; and 'South Somerset Healthcare'. For Chard, Crewkerne and Ilminster, the PNA confirms there are nine pharmacies

and dispensing practices, and three dispensing doctors' practices.<sup>214</sup> For South Somerset Healthcare, the PNA confirms there are 23 pharmacies and dispensing practices, and six dispensing doctors' practices.<sup>215</sup>

## Dental Practices

- 12.58 There is no need to register with a dentist in the same way as with a GP, therefore individuals are not bound to a particular catchment area. Individuals can attend a chosen dental practice at their convenience if there is an available appointment.
- 12.59 Not all dental practices will have the capacity to take on new NHS patients all the time and individuals may have to join a waiting list or contact multiple practices before finding a NHS dentist with capacity to accept new patients.
- 12.60 In South Somerset, there are 11 dental practices, operating in the main settlements across the district. Figure 12.6 sets out those practices within the settlements, which, as at August 2015, are accepting new adult patients who can pay for their care, and those which are not.

**Figure 12.6: Settlements that are/are not accepting new adult patients**

Settlements with dental practices that are accepting new adult patients	Settlements with dental practices that are not accepting new adult patients
Yeovil	Ansford/Castle Cary
Chard	Langport/Huish Episcopi
Crewkerne	Bruton
Ilminster	Martock
Wincanton	Stoke-sub-Hamdon
Somerton	

- 12.61 There are currently no dental practices in **Ilchester, Milborne Port or South Petherton**. However, this has not been raised as a concern by Public Health England.
- 12.62 Public Health England have identified that undertaking accurate predictions for dental service need is difficult given the locational freedom patients have to register with dentists. They acknowledge that often service development is sometimes retrospective, occurring after population increases demand which manifest as complaints and calls to the dental helpline.

<sup>214</sup> Chard, Crewkerne and Ilminster Pharmaceutical Needs Assessment (2015): <http://www.somersetintelligence.org.uk/files/Somerset%20PNA%20Section%20II%203%20Chard%20Crewkerne%20Ilminster%20280115.pdf>

<sup>215</sup> South Somerset Healthcare Pharmaceutical Needs Assessment (2015): <http://www.somersetintelligence.org.uk/files/Somerset%20PNA%20Section%20II%206%20South%20Somerset%20Healthcare%20280115.pdf>

## Secondary (or Acute) Care

### Yeovil District Hospital NHS Foundation Trust

- 12.63 Yeovil District Hospital (YDH) has 345 beds and a private patients' wing. A full-range of clinical services are provided, including: general medicine, cardiology, general surgery, orthopaedic surgery, trauma and paediatrics. Each year the hospital sees around 20,000 emergency admissions, 3,500 elective admissions and 18,000 day cases. Over 40,000 people attend the accident and emergency department each year and the maternity unit delivers nearly 2,000 babies a year.
- 12.64 The main asset location is Yeovil District Hospital, but Yeovil District Hospital NHS Foundation Trust also delivers services from community premises in other area of Somerset and Dorset, particularly clinics from South Petherton Hospital.
- 12.65 The Trust has embarked on the "Symphony Project" which brings together service providers to transform the care provided to patients with complex, long term conditions through an integration of care across health and social care boundaries. The main aims of the Symphony Project are:
- tackle complex care – provide intensive support for people with multiple conditions through three hubs (the first of which opened during 2014/15), providing senior medical input, care coordination, a single personalised care plan and support to manage their conditions;
  - enhanced primary care – helping GP practices to offer greater support for people with less complex conditions through health coaching and other innovative approaches;
  - systematised surgery – a highly efficient model which achieves outstanding quality at reduced cost through a new approach to planning and process management of surgery;
  - networked services – working with neighbouring acute trusts in Dorchester and Taunton, and with the private sector, to configure services with lower local demand to share staff and resources across sites; and
  - a joint venture with primary care able to hold a single capitated budget and shift resources to where they are required to enable the care models to be successful.
- 12.66 YDH is the first Trust in the UK to develop this approach. The Symphony Project seeks to improve quality and constrain demand for hospital activity, which is the most expensive part of the NHS system.
- 12.67 There are many NHS and voluntary organisations in the county which provide services to help local people stay healthy and independent. However, because they often work separately, sometimes it can be difficult for them to share information and expertise with each other, with patients, or with carers. This can lead to delays and mean people have to repeat information to different staff, or attend multiple appointments. The Symphony Project places the patient in control of their care, to ensure that they get the most from local services. It focuses on supporting people living with three or more specific long-term conditions, for example diabetes, chronic lung disease, dementia or arthritis.

12.68 The first “Hub” of the Symphony Project is based at YDH and will help patients to navigate through these different services more efficiently and effectively than before. The first phase of work is to test the model and improve it, and then extend the service as funds become available to cover the whole of South Somerset from three hubs providing the service to 1,500 patients.

12.69 YDH is also currently undergoing some development to enhance existing facilities and improve patient/visitor experience. Planning permission has been granted for a ‘winter ward’ with 24 beds, and a four storey car park with 650 parking spaces is proposed for patients and staff and a new road to ease congestion around the hospital at peak times and to stop local streets being used as a short cut.

### **Somerset Partnership NHS Foundation Trust – Community and Mental Health Services**

12.70 Somerset Partnership NHS Foundation Trust manages service delivery from a range of sites across Somerset and South Somerset. Over the last five years the Trust has concentrated on optimising estate use, investing in core sites, co-locating with partners and continuing to actively reduce the backlog maintenance.

12.71 The Trust’s sites within South Somerset are as follows:

- **Summerlands Health Park (Yeovil)** – This is a community and mental health facility, with four wards and the Baildon Unit (for Child and Adolescent Mental Health Services). There have recently been a range of estate improvements.
- **Charter House / Bartec 4 (Yeovil)** – Providing a range of community services.
- **Preston Road Clinic (Yeovil)** – providing a range of community and mental health services.

### **Community Hospitals in South Somerset**

12.72 In addition to the community and mental health facilities, Somerset Partnership NHS Foundation Trust manages a number of community hospitals across South Somerset. The Trust’s Estate Strategy (2013-2018) provides a framework to plan future estate development and capital investment for community healthcare services.

12.73 Four community hospitals currently operate in South Somerset, they are:

- **Chard Hospital** – provides a Minor Injuries Unit, 20 inpatient beds and a number of outpatient clinics.
- **Crewkerne Hospital** – has 20 inpatient beds and also offers a range of outpatient clinics in addition to its inpatient services. Works to upgrade inpatients and outpatients physiotherapy areas were completed in February 2014. The Trust received external funding from the League of Friends to deliver this improvement. The Trust continues to consider the condition of the building and any remedial works required.
- **South Petherton Hospital** – is a new build community hospital with 24 inpatient beds, 16 of which are dedicated to specialist inpatient stroke rehabilitation. In addition to the inpatient services it provides a number of outpatient clinics. There are no plans for further improvements to 2018.

- **Wincanton Community Hospital** – has 28 inpatient beds and also offers a range of outpatient clinics in addition to its inpatient services.

## **Additional Infrastructure Requirements**

### **Overview**

12.74 There are two important considerations in analysing future infrastructure requirements in the health care sector. First, the NHS England's overall objective to deliver more person-centred care, twinned with a proactive approach to improving health and wellbeing means there will be less of a reliance on the provision of care in traditional hospitals / facilities / institutions. Second, the financial situation within the health care sector means that very careful decisions will be taken in sanctioning capital expenditure of new facilities. This is underlined by NHS England's strategy to integrate delivery across existing facilities, optimising their existing estate, whilst increasing the amount of care delivered within the community and people's homes.

### **Primary Care**

#### **GP Surgery Requirements**

- 12.75 NHS England and Somerset CCG are producing a Local Estates Strategy which is due to be completed in 2016. This work will assess patient needs, drivers of demand from demographic growth and planned housing growth, and public health needs. It will also consider the status, capacity and location of existing buildings and facilities to appraise whether they meet the current and future needs. Once this information is received, the Council will update the IDP to take account of any conclusions on infrastructure improvements in GP surgeries and primary care. Initial indications suggest that provision in Yeovil, Bruton and Ilchester will be highlighted as priorities.
- 12.76 There are concerns over the provision and retention of GPs within health care facilities across Somerset, with forecasts suggesting retirement rates of up to 50% of the existing GP workforce over the next five years. This issue is likely to be more pressing in Wincanton, Ansford/Castle Cary, Bruton and Ilchester where the number of patients per "whole-time equivalent" GP is higher than the South Somerset average.
- 12.77 Discussions with Somerset CCG have led to an acknowledged deficiency in the GP surgery at Bruton. A current planning application offers the opportunity to assist in creating a long term solution. This will be formally addressed in the Local Estates Strategy.
- 12.78 Discussions with Somerset CCG have highlighted the need to resolve the long term future of a GP surgery at Ilchester. A recent major planning permission offers the opportunity to help deliver a new surgery.
- 12.79 By way of additional context, the typical standards applied for GP provision are approximately 1 GP for around 1,800 patients. However, single practices are rare and new single handed practices are unlikely to be considered viable. Therefore, the critical mass for provision of a new doctors surgery is about 4,000-6,000 people, and

consequently there is usually no requirement to provide a GP surgery for new housing developments as they do not reach this size.

- 12.80 Where there is a smaller growth in population this may mean extending existing premises or increasing capacity within a practice by providing an additional GP, rather than building a new building or facility.
- 12.81 Where new build provision is required, “branch” surgeries can be opened to treat a smaller, more local population. However, whilst branch provision might be a flexible way of addressing growth in an area in the short term, it is important to note that they may not be the best approach in the long term or best suited to address the needs of large housing developments.

### **Pharmacy Requirements**

- 12.82 In Yeovil, the PNA confirms that no additional pharmacy provision is required to accommodate the additional demands from planned future development. The accessibility of existing pharmacies, including the 100 hour per week Asda pharmacy and the Boots pharmacy (also 100 hour per week) at Babylon Hill, means that the pattern of growth would not require additional pharmacies around the town.
- 12.83 The PNA concludes that on the basis of the relatively small amount of development planned for Market Towns, Rural Centres and Rural Settlements, no additional pharmaceutical providers will be required.
- 12.84 Overall, no additional pharmaceutical infrastructure is required to support the proposed Local Plan growth through to 2028. Changes in pharmacy services, such as opening hours, will be reported alongside updates to the PNA.

### **Dentist Requirements**

- 12.85 NHS England has confirmed that there is no planned capital investment in dental infrastructure in South Somerset.
- 12.86 By way of additional context, typical standards applied are approximately 1 dentist for approximately 2,400 patients. Estimating the additional dental infrastructure required to support the local plan growth would need careful analysis of the new population to ensure that new dental contracts were placed in the most appropriate locations. This exercise will require close cooperation between NHS England, SSDC, and PHE.

### **Secondary (or Acute) Care**

- 12.87 Yeovil District Hospital has not indicated that any additional infrastructure is required to support the Local Plan growth through to 2028. However, as previously stated, part of a wider objective to improve the site, YDH has recently commenced the building of a new multi-story car park on the Cheverton House site. This is part of the long terms aim to re-configure the YDH site.
- 12.88 Further integration with Somerset Partnership NHS Foundation Trust may offer the opportunity to create a health and social care campus to support the Symphony Project, and develop a care pathway with primary, community and secondary (acute) care services which can facilitate integrated ways of working and co-locate adjacent services for the frail and elderly.

- 12.89 Elsewhere in South Somerset, the Trust has approved the Full Business Case for the redevelopment of Chard Community Hospital. In January 2014, the £2 million construction works was approved. Works are scheduled to take around two years. However, due to the Trust's "*Making the Most of Community Services*" vision, the project is now in a period of pause whilst it is established whether Chard Community Hospital will be a "step-up unit", "step-down unit" or a "health and wellbeing centre". Once the category is known the current proposal will be reviewed and if necessary changes made to reflect the given category.
- 12.90 More generally, the Trust has set out a substantial Cost Improvement Programme. This is likely to mean that large-scale investment in Community Hospitals will be limited.

## Public Health

- 12.91 From a spatial planning perspective, there remains a desire to understand what planned development can achieve in terms of healthy communities, promoting healthier lifestyles, and proactively contributing to the public health agenda. As such, the following issues should be considered:
- **Quality Environment** – the way we live our lives is largely shaped by the people around us and the neighbourhoods we live in, the most effective way of encouraging healthier lifestyles is through making use of local opportunities. The environment we live in does not always make the healthy choices the easiest ones. Often small changes to adapt the environment can make a significant difference to the lifestyles we lead. For example, where cycle paths or road crossings are placed or the availability of space to grow food or providing safe places to play all have an impact on our lifestyles. The Health and Wellbeing Board would like to ensure that health and wellbeing is given due consideration in planning and other policy decisions to maximise the positive impact of the environment on healthy lifestyles.
  - **Quality Housing** – in addition to well designed, ventilated, and insulated homes, there needs to be an increased focus on the changing housing needs of the Somerset population, with particular emphasis given to widening the housing options for achieving and maintaining independent living later in life.
  - **Active Travel** – walking and cycling links should be encouraged, including through appropriate routes for pedestrians and cyclists. Ageing populations require clearly defined pavements and pedestrian routes.
  - **Community Focus** – people who live in thriving and resilient families and communities enjoy a sense of belonging, being cared for and valued. This provides the foundations for better health and a sense of wellbeing and fosters an environment which supports people to thrive and aspire to their potential, reducing feelings of isolation and exclusion. From a planning perspective, the Health and Wellbeing Board would like to see support given to increase small local enterprises and local employment opportunities. Communities should be supported and encouraged to use local facilities in creative ways, helping to

reduce the need to travel and encouraging more social interaction within communities (community centre as a focus for a development of green spaces to improve mental health).

### **Funding Additional Health Care Infrastructure**

- 12.92 As discussed above, Somerset CCG and NHS England are currently producing a Strategic Estates Plan which will examine the necessary improvements associated with delivering a modern primary care service. The costs and funding associated with any proposed improvements will set out in the Strategic Estates Plan.
- 12.93 In terms of secondary care, the objective across the sector is to reduce costs, optimise the use of existing buildings and facilities. Large-scale investment appears unlikely, but would be funded through central budgets and set out in a capital programme of works.

### **Conclusions**

- 12.94 The health care sector is facing unprecedented financial challenges. The goal is to achieve more with less money, making best use of existing assets, and looking to integrate service delivery to lessen the burden on traditional services and buildings. This approach is twinned with a proactive stance to raise the public's awareness about how to live healthier lifestyles. In combination, these efforts are designed to reduce the burden on the sector and allow services to be delivered without a continued increase in costs.
- 12.95 Until Somerset CCG and NHS England complete the Strategic Estates Plan, the extent of investment and additional primary care infrastructure required to support Local Plan growth to 2028 is not clear. Planning applications to improve the GP surgeries at both Bruton and Ilchester are under consideration by SSDC. Requirements will be confirmed through the Strategic Estates Plan.
- 12.96 Plans for the improvements at Chard Community Hospital are in place. No other secondary health care infrastructure is identified as being required to deliver the housing growth.
- 12.97 In order to ensure the planning system promotes healthy living, Public Health England should be consulted on planning applications where appropriate, in order to establish how the design of the proposed development can promote healthy, active lifestyles and improve social exclusion.

## 13. Emergency Services

### Key Messages

#### Police

- Avon and Somerset Constabulary (ASC) are facing significant financial constraints.
- ASCs new operating model dictates a rationalisation of their current estate, buildings, and reductions in staff.
- Planned investment and new buildings in South Somerset is scheduled over the medium to long term. Investment will be subject to full business cases being approved by ASC.
- The approach being taken by ASC means that the planned growth set out in the South Somerset Local Plan (2006 – 2028) can be accommodated and there are no infrastructure gaps or shortfalls identified.
- A number of key issues should be considered at the Development Management stage of the planning process, including building design, the multi-purpose nature of new buildings, and the integration of technology to improve safety.

#### Fire and Rescue

- Devon and Somerset Fire and Rescue Service (DSFRS) is responsible for fire and rescue services in South Somerset.
- The context for future service delivery is one where budgets are reducing. In view of the financial constraints, it has been announced by DSFRS that they will be undertaking a fundamental review of its entire estate portfolio in 2015/16.
- The intended project to extend the fire station at Ilminster, with plans to incorporate the police has slipped and is awaiting final confirmation.
- The provision of adequate fire and rescue facilities is not anticipated to be a limiting factor in achieving the growth set out in the South Somerset Local Plan.

#### Ambulance

- South Western Ambulance Service NHS Foundation Trust's (SWASFT) mission statement is *"to respond to patients' emergency and urgent care needs quickly and safely to save lives, reduce anxiety, pain and suffering"*.
- In light of budget cuts SWASFT continually considers options for enhanced service delivery and are reviewing options for station provision.
- There is a need for a replacement ambulance station in Yeovil, which could mean that a Standby Point may be required somewhere in the town, depending on where the new site for the station is located.
- The numbers of dwellings and increase in population will have an impact whether or not the station is moved.
- The Trust is currently preparing a case for CIL funding for the provision of Standby Points.
- The provision of adequate ambulance facilities is not anticipated to be a limiting factor in determining where the growth should be located within South Somerset. No specific constraints in terms of infrastructure requirements have been identified that would impact on the delivery of the Local Plan.

## Definition

- 13.1 Emergency services infrastructure incorporates the provision of police, fire and rescue, and ambulance services which, in South Somerset, comprise:
- Avon and Somerset Constabulary;
  - Devon and Somerset Fire and Rescue Services; and
  - South Western Ambulance Services NHS Foundation Trust
- 13.2 Increased development levels create new areas that will require emergency service coverage and new people who increase emergency incidents. The key aim is of this IDP is to ensure that there is a satisfactory level of provision of emergency services for existing and new development.

## Police – Statutory and Policy Context

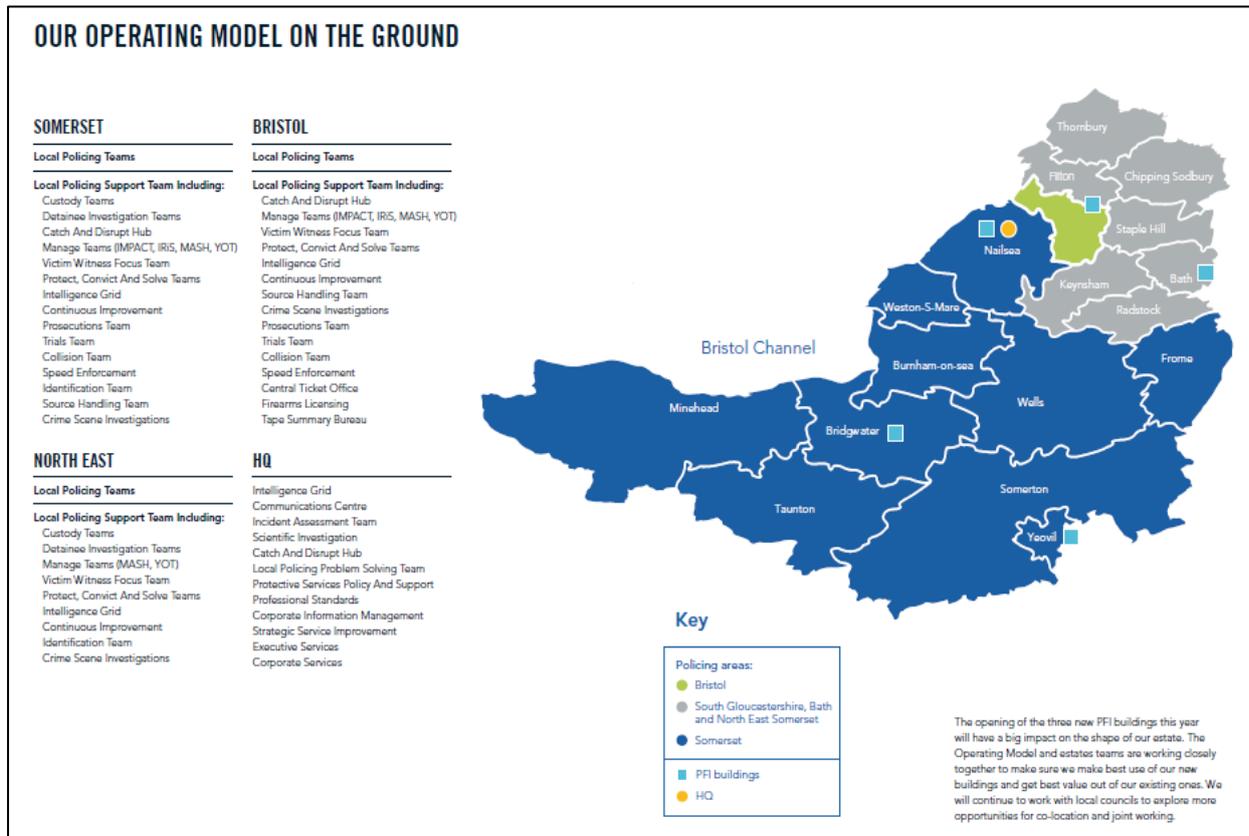
- 13.3 Various acts and legislation govern the delivery of the police service. The Police Act 1996 requires the police to deliver an efficient and effective police service. Most recently, the Police Reform and Social Responsibility Act 2011 has set out how the police force should be administered and governed in England and Wales. The Act introduced both the Office of the Chief Constable (OCC) and the role of the Police and Crime Commissioner (PCC). The PCC is an elected official in charge of securing efficient and effective policing of an area.
- 13.4 There are 39 different police forces across England, with South Somerset being covered by Avon and Somerset Constabulary (ASC). The current PCC for Avon and Somerset is Sue Mountstevens, although elections are due in May 2016. ASC's principal statutory duties are *"to secure the maintenance of an efficient and effective police force for its area"*.
- 13.5 ASC has undergone recent reorganisation to provide a more efficient, cost effective service. Their new operating model now focuses on three key locational areas (with three new custody facilities, one in each area). The force now operates and delivers services across the area through three Basic Command Units covering 'Bristol', 'North East', and 'Somerset'.
- 13.6 Police services in South Somerset are provided by the 'Somerset' Basic Command Unit. They are delivered in partnership with other agencies and organisations, with the objectives of developing long-term solutions to problems that can have a significant impact on crime and community safety.<sup>216</sup>
- 13.7 ASC's priorities for South Somerset are identified in the PCC's *"South Somerset Police and Crime Plan 2015-17"*<sup>217</sup> as:
- Tackling anti-social behaviour;
  - Tackling domestic and sexual abuse;
  - Preventing and reducing burglary; and

<sup>216</sup> These organisations include: South Somerset District Council, Somerset County Council, Devon and Somerset Fire and Rescue Service, Somerset Drug and Alcohol Partnership, NHS Somerset (including Public Health), Avon and Somerset Probation Service and Somerset Youth Offending Team.

<sup>217</sup> Avon and Somerset Policy and Crime Commissioner's South Somerset Police and Crime Plan 2015 – 2017: <http://emails.madeatworkhouse.com/emags/avonsomersetpcc/aspcc-digital-plans-2015/SSomerset2015/>

- Improving road safety for all road users.

**Figure 13.1: Avon and Somerset Operating Model<sup>218</sup>**



## Police – Current Issues and Infrastructure Provision

13.8 The current context for ASC is one shaped by having to make over £46 million of savings since 2010. The Medium Term Financial Outlook set out with the Avon and Somerset Police and Crime Plan 2015 – 2017 indicates that further savings of £13 million have been identified for 2015/16, with £8.3 million saving required in 2016/17, £16.2 million in 2017/18, and £22.9 million in 2018/19.<sup>219</sup> Consequently, ASC have made a commitment to achieve savings in across their estate by:

- reducing the amount of space they occupy;
- selling buildings that are no longer fit for purpose/surplus to requirements;
- co-locating with partners to minimise costs; and
- re-investing capital receipts in more efficient, flexible, modern facilities.

13.9 To put the current financial situation in further context, and to highlight the challenges associated with providing new facilities, buildings and services; ASC are planning to spend just £4.1 million on capital expenditure in 2015/2016, which represents just 1.5% out of the total operational budget of £273 million.

<sup>218</sup> Source: Avon & Somerset Constabulary – The Future is Here, One Team.

<sup>219</sup> Avon and Somerset Police and Crime Plan (2015 – 2017):

<http://emails.madeatworkhouse.com/emags/avonsomersetpcc/aspcc-digital-plans-2015/AvonandSomerset2015/>

13.10 In response to a reduced budget, ASC has adopted a new “*Operating Model*” since 2014. The simple idea within the Operating Model is to do more with less financial backing, through joined-up service delivery and a more targeted approach to tackling crime and public safety issues.

13.11 Recorded crime in Somerset has been broadly declining year-on-year since the middle of the last decade. There were a total of 25,093 crimes recorded in 2014/15, a decline of 2% on the previous year. Nationally, for the first time since 2002 police recorded crime increased by 3% over the same period. The overall crime rate in Somerset in 2014/15 was 47 crimes per 1,000 people. This was higher than the rates in neighbouring Devon and Dorset, but broadly in line with Wiltshire, North Somerset and BaNES. The rate for Bristol was more than double that of Somerset.

13.12 Specific challenges in South Somerset have been identified as:

- Alcohol-related hospital admissions remain significantly higher than average in South Somerset.
- Anti-social behaviour, vandalism and graffiti or litter / rubbish;
- Violence against the person offences increased by 5% in Avon and Somerset in 2013/14, heavily concentrated within the night-time economy, particularly in Yeovil; although the increase is thought to be largely due to ongoing improvements in compliance with crime recording standards.
- Modern slavery / human trafficking: the number of human trafficking incidents reported to police has increased from 3 to 16 in the last year, particularly with regard to organised crime groups operating in Yeovil.
- Alcohol-related crime and anti-social behaviour in Castle Cary;
- Raising awareness and tackling known problems related to domestic and sexual abuse, particularly when associated with alcohol-related crimes – this has been noted as an issue in Yeovil town centre;

13.13 As at January 2014, ASC operated from approximately 91,000m<sup>2</sup> from a total of 107 properties. Somerset’s Basic Command Unit has its headquarters in Bridgwater Police Centre, which is a new facility opened in autumn 2014.

13.14 In South Somerset there are police stations located in:

- Chard;
- Crewkerne;
- Ilminster;
- Somerton;
- Wincanton (Churchfields); and
- Yeovil.

## Police – Planned Infrastructure Provision and Future Requirements

- 13.15 The current and future financial constraints, along with ASC's new Operating Model, means that their main objective is to optimise the use of existing staff, buildings and premises.
- 13.16 Having previously invested in new properties through the Private Finance Initiative (PFI), the medium-term approach set out in ASC's Estates Strategy (2014-2019) is to rationalise the estate by at least 36% by 2019. This is to reduce running costs and streamline services.
- 13.17 By reducing the amount of space and buildings that ASC occupies, the intention is to be more flexible, and more capable of meeting future demands. Where appropriate, opportunities for co-location with partners (e.g. other emergency services and the health care sector) will be explored. In addition, the rationalisation of the existing estate offers ASC the opportunity to unlock the asset value of the estate and potentially re-invest any capital receipts.
- 13.18 In terms of any capital investment, the programme of works for the next five years (through to 2019) will be agreed annually. Each project will be supported by a business case and is prioritised according to ASC's scoring system.
- 13.19 ASC's Estates Strategy is clear that the force is facing ongoing challenges linked to population growth stemming from new residential development. ASC re-iterate that housing growth impacts on police resources, but that they receive no capital funding to provide the necessary infrastructure to service new residential or commercial developments.
- 13.20 ASC confirm that any expansion of the infrastructure base of the police, both in terms of facilities and resources, to respond to long term growth, has to be delivered via rationalisation or through borrowing. ASC clarify that as there no existing sources of funding available to support capital projects, they will be exploring the use of Section 106 contributions from planned development to respond to the pressures from growth. Accordingly, requests for contributions will continue to be made to local planning authorities. As the challenge for funding continues, the ASC Estates Strategy indicates that larger funding requirements may need to be made to ensure provision meets demand.
- 13.21 The Capital Investment Programme for the five year period up to 2019 has been set out by ASC. It shows an investment plan of £10.85m across the ASC coverage area. In South Somerset the following improvements are planned:

**Figure 13.2: Avon and Somerset Constabulary Estate Strategy for South Somerset**

Name	Plan for Existing Building	Anticipated Timeline	Plan for the Future
Yeovil Police Station	To close and new local policing base to open	2016/17	A new Yeovil police station will open including the enquiry office and local policing base.
Chard	Too small, move to smaller base.	2016/17	Looking for a smaller base for the local policing team. The team will remain and current services will

			continue until a new location is opened.
Crewkerne	To close and new local policing base to open.	2017/18	A new Crewkerne police office will be opened to house the local policing team. A base nearby, including possible co-location being sought.
Ilminster	To close and co-locate nearby.	Originally Autumn 2015 but now likely to slip into 2016	A new Ilminster police office will open, co-located with Devon and Somerset Fire and Rescue.
Wincanton (Churchfields)	Keep the co-location open.		The enquiry office will remain co-located with South Somerset District Council.
Somerton	To close and new base to open.	2017/18	A new Somerton police office will be opened to house the local policing team.

13.22 There has been some discussion in the media recently (January 2016) regarding the potential closure of Yeovil Police Station. The PCC elections in 2016 are likely to clarify the decision on whether to go ahead and close the facility.

13.23 In addition to re-thinking the approach to estates and buildings, ASC are also realigning their approach to staffing levels and the number of police officers. Simply put the new Operating Model will also require the reduction of police officers within ASC. The Operating Model places a greater emphasis on the integration of police officers with community and neighbourhood teams.

## Conclusion – Police

13.24 ASC has not raised any critical infrastructure issues associated with delivering services in South Somerset. They have also indicated that future services can accommodate the additional demands generated by the planned growth within the South Somerset Local Plan (2006 – 2028).

13.25 Given the financial pressures and reduced budgets there is limited scope for investment in new buildings / premises. In fact, ASC's strategy is to look to rationalise the existing estate so that they can be more flexible and help manage their portfolio of assets.

13.26 Notwithstanding ASC's overall strategy there is a programme of investment planned in South Somerset; with buildings in Yeovil, Chard, Crewkerne, Ilminster and Somerton scheduled to close and either re-open in new facility or co-locate with partner organisations. This investment programme is subject to final business cases being approved by ASC. But, if and when this programme of improvement takes place, ASC has confirmed that there are no strategic infrastructure issues associated with delivering police services in South Somerset.

13.27 Discussions with officers at ASC have highlighted a number of key issues that should be considered at a Development Management stage of the planning process, either

in association with the design of the proposed development or when negotiating planning obligations:

- **Design** – the design, layout, form and housing mix can influence the potential for crime and fear of crime and subsequently the levels/type of policing delivered. These issues need to be considered early in the development process. The principles of designing out crime through the ‘Secured by Design’ initiative should be incorporated into schemes.
- **Multi-functional buildings** – development may require in some instances, the Police to secure some space within a proposed development in order to establish a Police post. This is more likely to be within a multi-use community type building.
- **Technological requirements** – the force are looking at ways of utilising technology further, through making more use of the internet and social media to communicate with the public and developing different mechanisms for the public to contact the police. Sufficient broadband will be required for such services.

15.22 The provision of adequate police facilities is not anticipated to be a limiting factor in determining the scale and location of development in South Somerset. No specific constraints in terms of infrastructure requirements have been identified that would impact on the delivery of the Local Plan.

## **Fire and Rescue – Statutory and Policy context**

13.28 The Fire and Rescue Services Act (2004) is the primary legislation which sets out how fire and rescue services must deliver their statutory functions. There are a series of other legislative requirements which also affect service delivery.<sup>220</sup> In addition, service provision must be in accordance with the Fire and Rescue National Framework for England (2012) set out by the Department for Communities and Local Government (DCLG).

13.29 The Devon and Somerset Fire and Rescue Authority (the Authority) is the independent body which ensures that fire and rescue services are delivered in South Somerset. The Authority’s role is to make sure the fire and rescue service is answerable for its actions and performance to the general public. One of the Authority's main functions is to collect funding from each local council via a precept.

13.30 The Authority has core functions stemming from the Fire and Rescue Services Act 2004, to:

- provide fire safety advice;
- make provision for extinguishing fires and protecting life in its area;
- make provision for attending Road Traffic Collisions; and
- make provision to address other emergencies.

13.31 Devon and Somerset Fire and Rescue Service (DSFRS) is the largest non-metropolitan fire and rescue service in England. It provides prevention, protection

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<sup>220</sup> Including Civil Contingencies Act 2004; the Regulatory Reform (Fire Safety) Order (2005); Fire and Rescue Service (Emergencies) (England) Order (2007); the Equality Act (2010); and the Localism Act (2011).

and response services across the counties of Devon and Somerset (including Torbay and Plymouth) via 85 fire stations, which is the second largest number in England.

13.32 The command structure for DSFRS is as follows, with services in South Somerset provided by the ‘Somerset’ command:

- **Somerset** – covers Taunton, Bridgwater, Yeovil and Shepton/Wells;
- **Central** – covers Exeter, Exmouth, Bideford and Barnstaple; and
- **Western** – covers Plymouth (West and South), South Devon and Dartmoor and Torbay.

13.33 The Authority draws funding from three main sources: Government grant, local business rates (a new system introduced in April 2013), and Council Tax.

### Fire and Rescue – Current issues and infrastructure provision

13.34 The context for future fire and rescue service delivery is one where budgets are reducing. Budget settlements from central government have reduced and are expected to continue to do so. It was announced in 2010 that the grant element for fire and rescue services was to be reduced by 25% over the four years between April 2011 and March 2015. As a result, DSFRS has had a reduction in funding of £5.9 million by 2015.

13.35 The latest (provisional, December 2015) Local Government Grant Settlement indicates further savings to come over the coming years, equating to a total of £7.3 million of savings that DSFRS need to find between 2016/17 and 2019/20.

13.36 Fire and rescue services within South Somerset are provided via a series of fire stations. Each fire station has its own Local Community Plan<sup>221</sup> setting out the nature of service provision in the settlement, and the future plans for the maintenance and up-keep of the facilities on-site.

13.37 Figure 13.3 below sets out the details of each fire station in South Somerset. Figures 13.4 to 13.9 include examples of some fire station’s coverage area, and the relative response times to various geographical locations. These response times are subject to change and on-going review as part of the DSFRS statutory responsibilities.

**Figure 13.3: Fire stations in South Somerset**

Station Name	Location	Duty Type	Personnel (As at 2015)	Appliances (As at 2015)	Co-responder Station
Castle Cary	Church Street, BA7 7EL	Retained	12	1 x Water Tender Ladder 1 x Landrover;	No
Chard	Avishayes Road, TA20 1NZ	Retained	23	2 x Water Tender 1 x Landrover	No

<sup>221</sup> Devon and Somerset Fire and Rescue Service’s Local Community Plans for the Somerset command area, and for each of the fire stations in South Somerset can be found here: <http://www.dsfire.gov.uk/YourArea/SomersetCommand/Stations/Index.cfm?siteCategoryId=12&T1ID=59&T2ID=69>

Crewkerne	Blacknell Lane, TA18 7HE	Retained	12	1 x Water Tender Ladder 1 x Landrover	No
Iminster	Blackdown View, TA19 0BB	Retained	14	1 x Water Tender with Ladder 1 x Minibus	No
Martock	Coat Road, TA12 6EX	Retained	24	2 x Fire Appliance 1 x Light Ops Van	No
Somerton	Pound Pool, Etsome Terrace, TA11 6LY	Retained	13	1 x Water Tender Ladder 1 x Landrover	No
Wincanton	Bennetts Field, BA9 9DT	Retained	13	1 x Water Tender Ladder 1 x Landrover	No
Yeovil	Reckleford, BA20 1NZ	Wholetime and Retained	28 Wholetime, 24 Retained.	Special Rigid Appliance x 4 (Hydraulic Platform, Rescue Tender, Incident Support Unit and Water Carrier) 2 x Water Tender Ladder, Water Tender 1 x Landrover.	No

**Figure 13.4: DSFRS Coverage Area and Emergency Response Zones for Castle Cary**

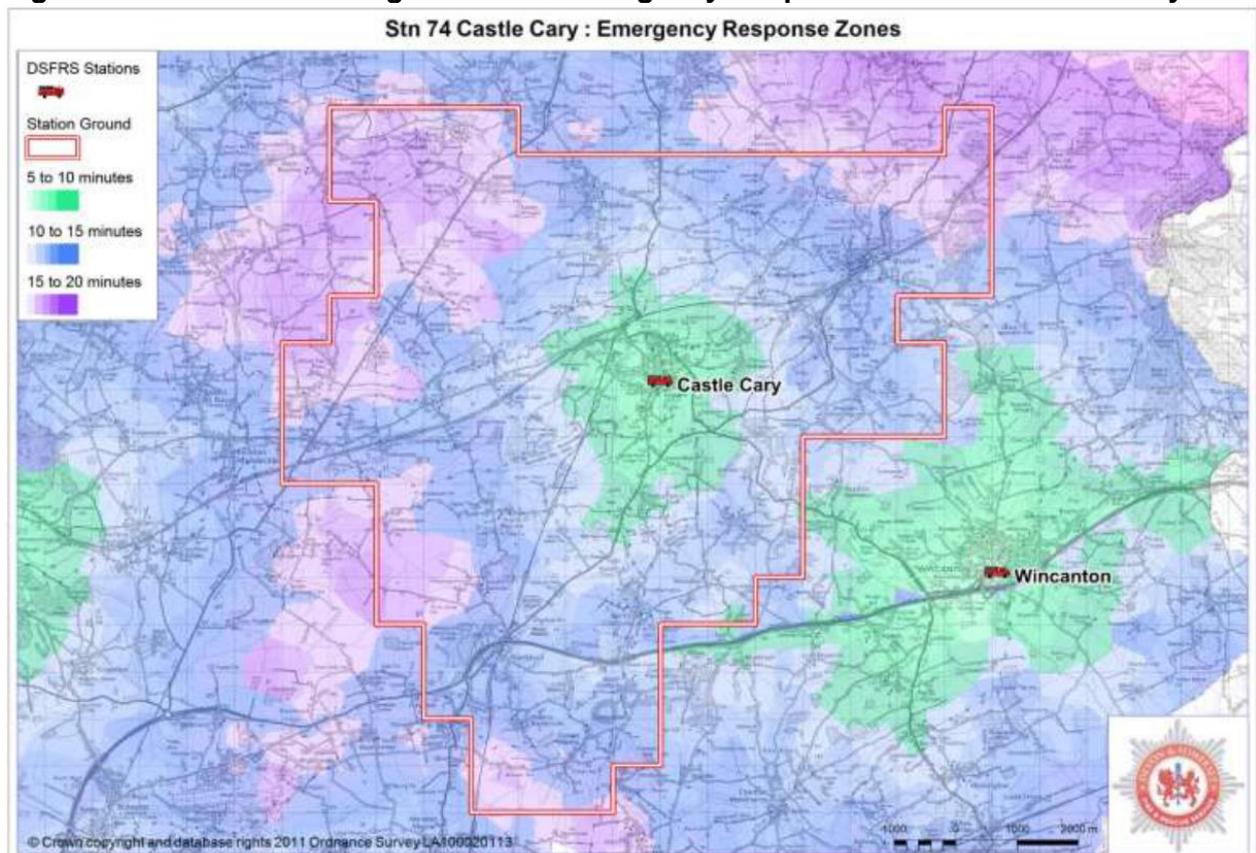
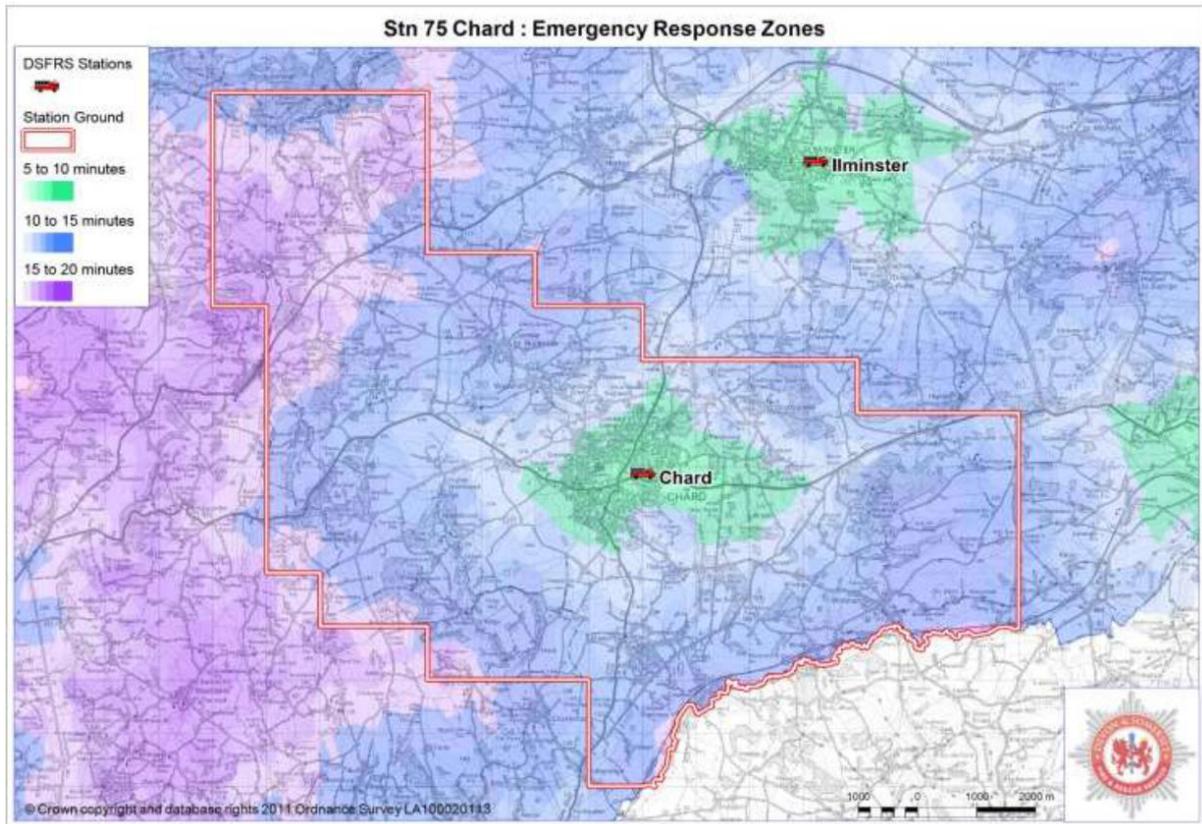
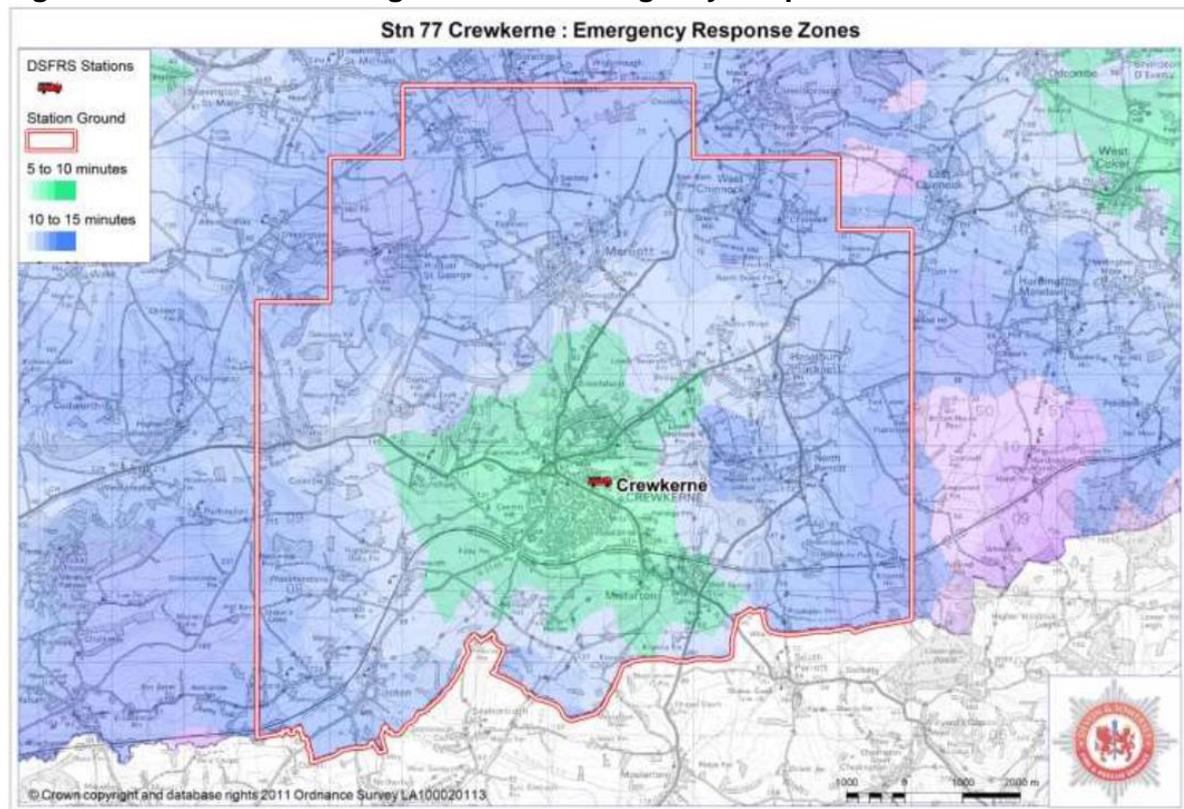


Figure 13.5: DSFRS Coverage Area and Emergency Response Zones for Chard

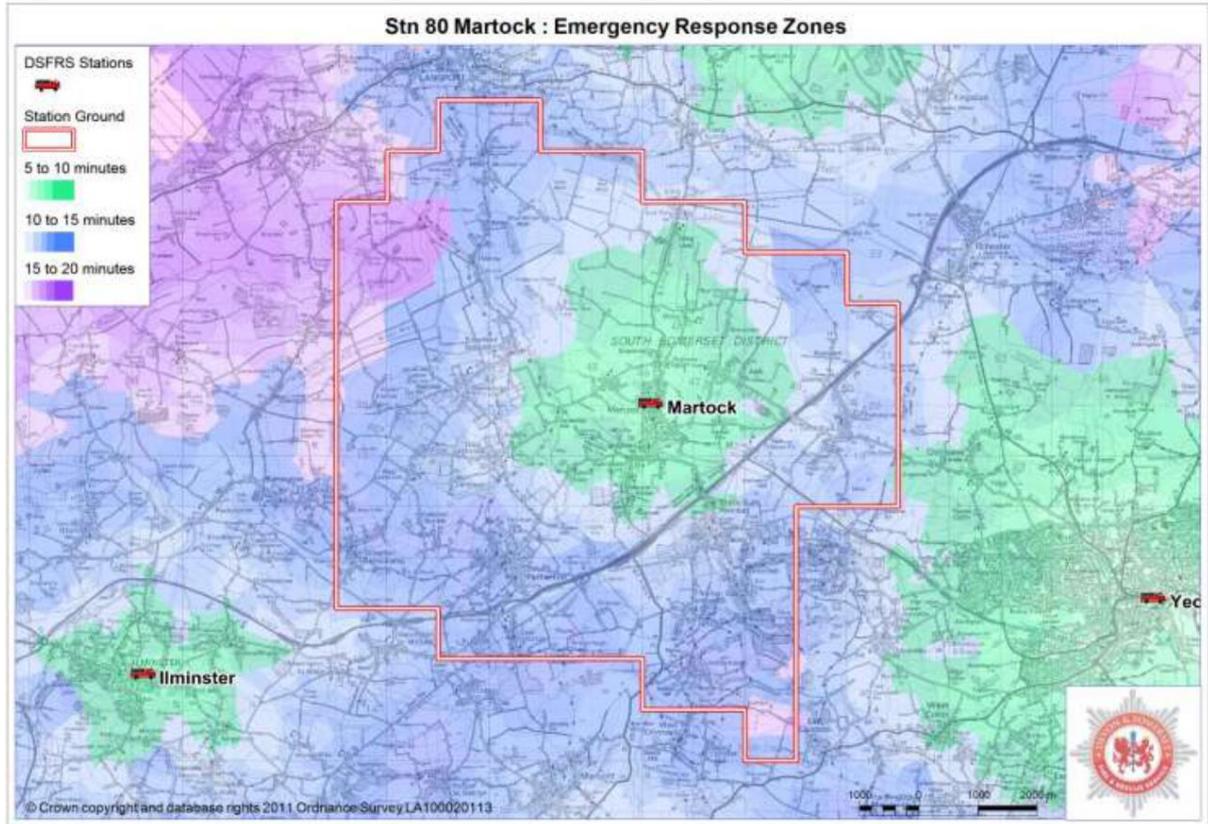


Source: DSFRS

Figure 13.6: DSFRS Coverage Area and Emergency Response Zones for Crewkerne



**Figure 13.7: DSFRS Coverage Area and Emergency Response Zones for Martock**



**Figure 13.8: DSFRS Coverage Area and Emergency Response Zones for Somerton**

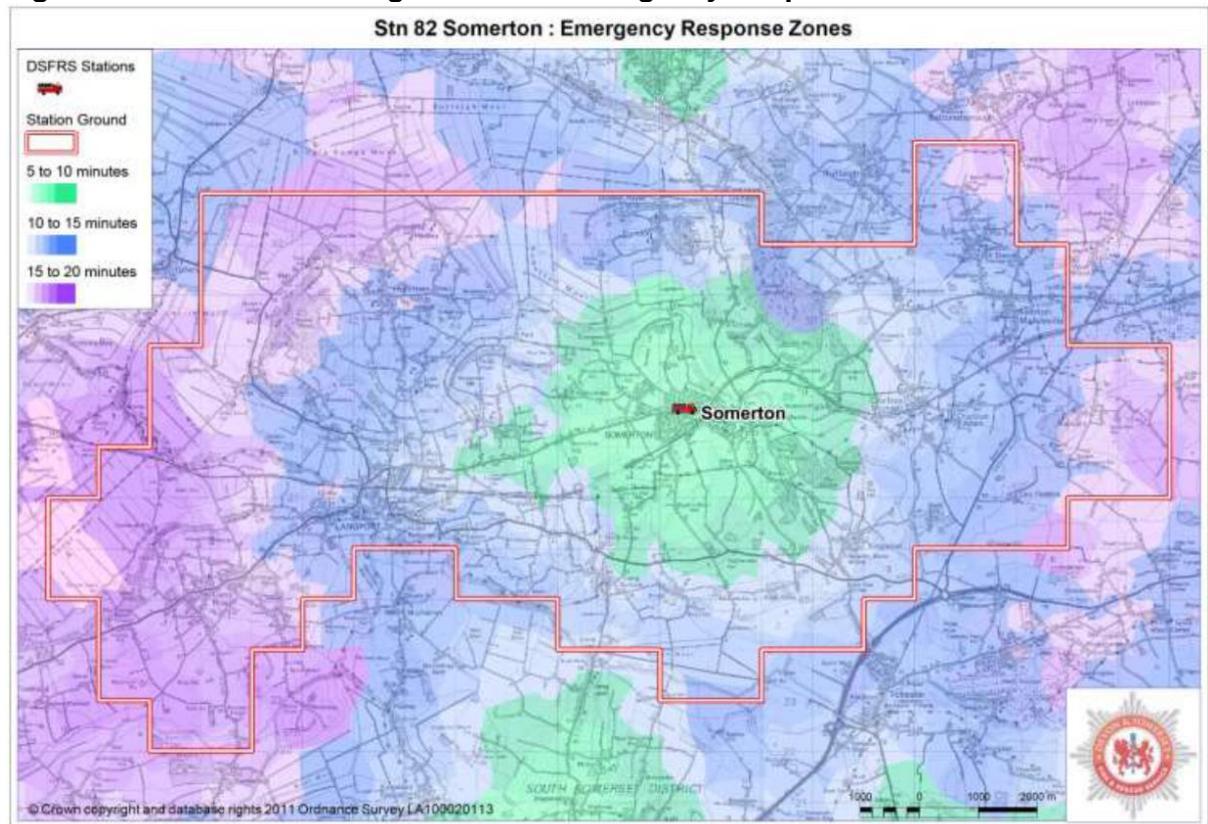
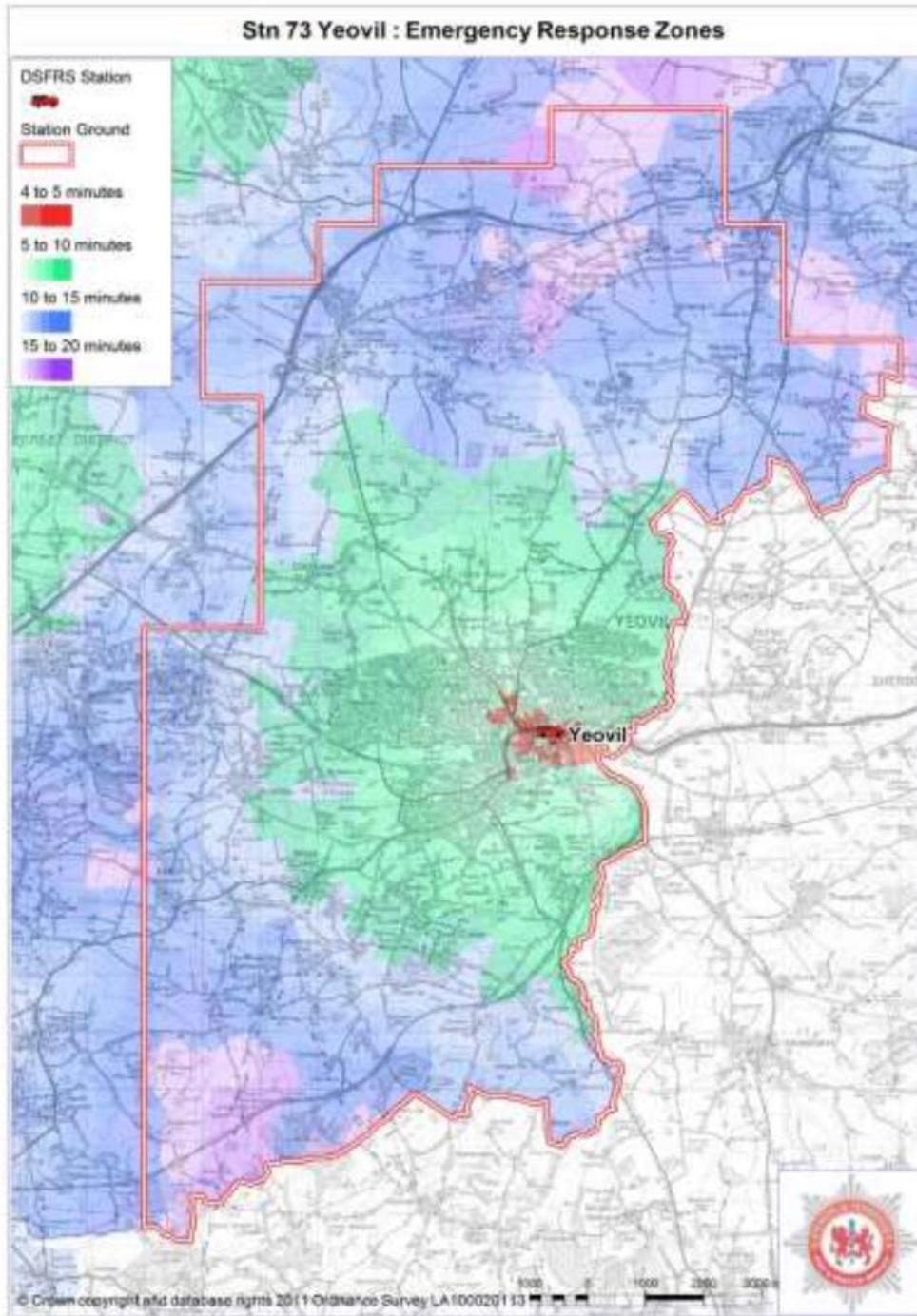


Figure 13.9: DSFRS Coverage Area and Emergency Response Zones for Yeovil



15.30 The number, composition and distribution of emergency response teams and the emergency response zones are based on the risk profiles within each individual community. DSFRS has moved to a more inclusive and multi-agency approach which actively involves people from all sections of the community to take into account risk and equality and diversity issues in the planning of emergency response services. This results in a change from the old national post-war standards to new standards that match the variation of risk in the local communities of Devon and Somerset.

## **Fire and Rescue – Planned Infrastructure provision and future requirements**

- 13.38 As set out above, the context for future fire and rescue service delivery is one where budgets are reducing. Budget settlements from central government have reduced and are expected to continue to do so.
- 13.39 The Fire Authority who have oversight of the funding arrangements for DSFRS have established a “*Capital Programme Working Party*”. This party oversees the development of asset management plans and makes recommendations to the Resources Committee or the Authority. The Authority has published a report indicating its proposals for a three year capital programme covering the years 2015-16 to 2017-18. The report outlines the difficulties for the Authority in meeting its full capital expenditure requirement, given its geographical size and the associated number of fire stations and appliances that required on-going maintenance or replacement each year.
- 13.40 In view of the financial constraints, it has been announced by the Authority that they will be undertaking a fundamental review of its entire estate portfolio in 2015/16 with a view to reducing future borrowing costs and/or identifying options that might bring in income. The long term future of the Yeovil Fire Station at Reckleford is subject to discussion given these financial pressures, and SSSC will work closely with the Fire Authority if and when proposals for this facility progress. The Authority was looking to the private sector to assist in this process which was being driven forward by its Capital Programme Working Party in conjunction with the Commercial Services Committee.
- 13.41 In terms of the estates strategy in South Somerset, it is noted that the intended project to extend the station at Ilminster, with plans to incorporate the police has slipped and is awaiting final confirmation on the contribution to the scheme before it can go ahead (resulting in a slippage of £308,000). This project was originally identified to be completed and open in Autumn 2015, but is now expected to slip into 2016.
- 13.42 The budget for estates remains insufficient for the Authority’s extensive property portfolio and associated maintenance requirements. Outside of specific projects, the budget is normally in the range of £1.75m – £2m. In seeking to present the Authority with an affordable programme, no new major projects have been identified. It is also proposed to reduce the provision for minor improvements and structural maintenance by £0.5m over the next three years.
- 13.43 The Authority has the second largest fleet of all fire and rescue services in England but, up until 2013-14, the Authority’s capital funds have predominantly been directed towards specific estates projects. This reduced the available budget for the vehicle replacement programme, thereby creating a significant backlog. DSFRS has decided to reduce the Estates programme to help fund the introduction of Light Rescue Pumps (LRP) within the fleet over a six year period at a cost of £4.7million. DSFRS have stated that the LRP programme remains the bedrock of the Authority’s future fleet replacement strategy for introducing ‘tiered response’; and meeting future

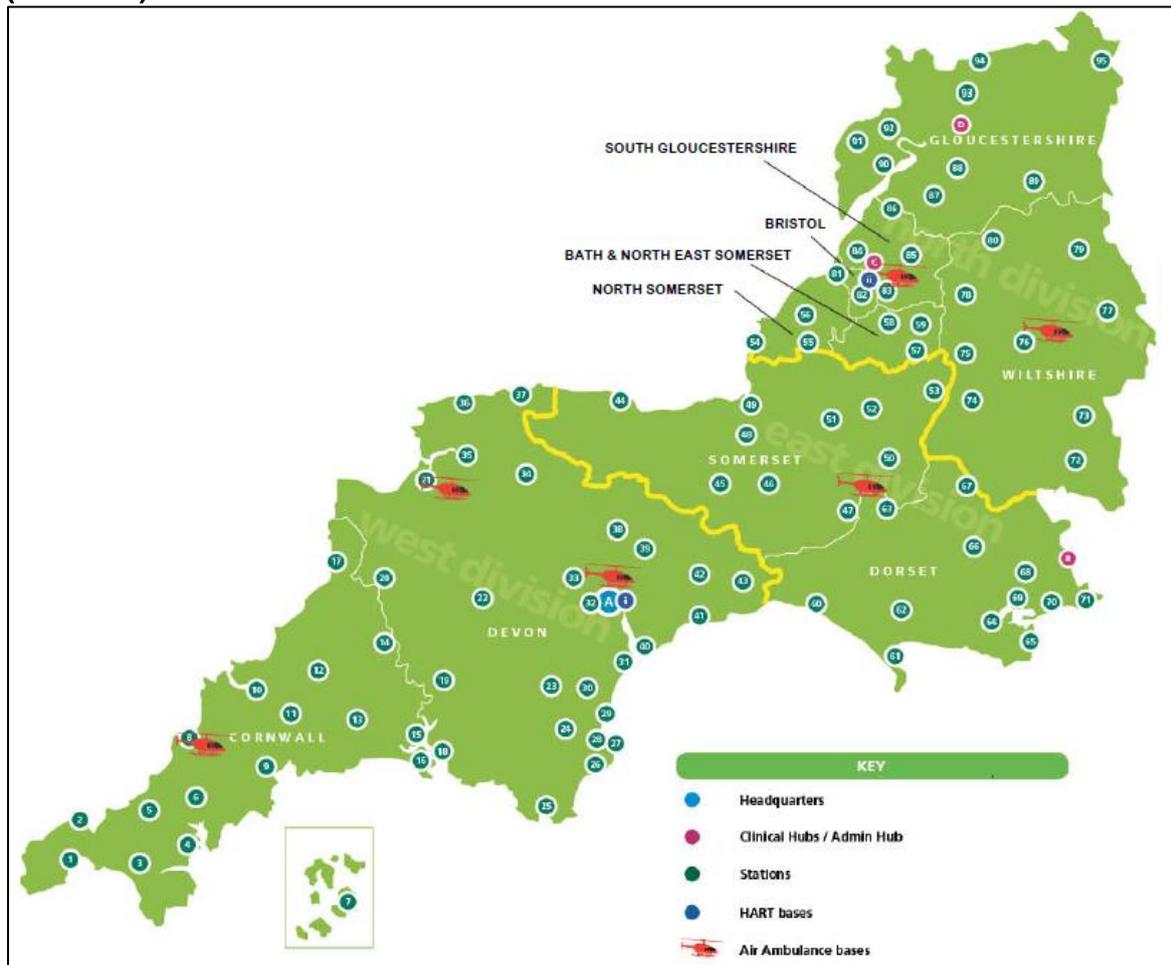
service delivery arrangements with a more cost effective vehicle, improved service to local communities, along with firefighter safety.

- 13.44 Overall, the provision of adequate fire and rescue facilities is not anticipated to be a limiting factor in determining where the growth should be located within South Somerset. No specific constraints in terms of infrastructure requirements have been identified that would impact on the delivery of the Local Plan.

## **Ambulance – Statutory and Policy Context**

- 13.45 Ambulance services are regulated through the Care Quality Commission (CQC) under the provisions of the Health and Social Care Act 2008 and subsequent regulations. The South Western Ambulance Service NHS Foundation Trust (SWASFT) is the organisation responsible for providing ambulance services for the NHS across the south west. The operating area covers a fifth of England, and serves a population of 5.3 million people, plus an annual influx of more than 17.5 million tourists.
- 13.46 SWASFTs mission statement is: *“To respond to patients’ emergency and urgent care needs quickly and safely to save lives, reduce anxiety, pain and suffering”*. The SWASFTs vision is: *“To be an organisation that is committed to delivering high quality services to patients and continues to develop ways of working to ensure patients receive the right care, in the right place at the right time”*.
- 13.47 SWASFT has aligned its strategic priorities with the CCGs plans so that it may be able to contribute to the local priorities through the delivery of existing services or new development.
- 13.48 The Trust is split into three operational divisions:
- North Division – covering Bath and North-East Somerset, Bristol, North Somerset, Gloucestershire, South Gloucestershire and Wiltshire.
  - West Division – covering Devon, Cornwall and Isles of Scilly.
  - East Division – covering Somerset and Dorset.
- 13.49 The Trust’s Headquarters are in Exeter, co-located with one of the Trust’s clinical hubs (emergency control rooms). There are over 100 sites across the Trusts’ area, comprising of 4 clinical hubs, 95 ambulance stations (freehold and leasehold), 2 Hazardous Area Response Team bases and 15 vehicle workshops (4 of which are non-ambulance stations).
- 13.50 The Trust estate falls into three categories – freehold property, NHS leasehold property and commercial leased or licenced property. Whilst the freehold properties tend to be older than the leasehold properties, generally the Trust estate is considered to be in sound and operationally safe physical condition overall. Figure 13.10 below is a map of the Trusts’ sites.

**Figure 13.10: Map of South Western Ambulance Service NHS Foundation Trust (SWASFT) sites**



13.51 SWASFT provides a range of core and non-core services. Core services require a clinical hub including call handling facilities, initial triage (clinical assessment), advice, filtering, signposting and call allocation or dispatch capabilities. These core services are defined as follows:

- Emergency/Ambulance Services – 999 A&E services, Hazardous Area Response Teams (HART) and Patient Transport Services.
- Urgent Care Services – Out of Hours services, NHS 111 and the provision of a Single Point of Access (Dorset only).

13.52 Non-Core Services are provided in addition to those listed above and include, for example, the provision and management of medical services at events and the transportation of medical samples and clinical records.

13.53 The performance of every NHS ambulance provider is measured and benchmarked by the Government. There are a range of targets, but a key one is response time. National targets for call categories are set by the Department of Health and apply to every ambulance service in England:

- A. **Red 1:** incidents may be immediately life threatening and are the most time critical. They should receive an emergency response within eight minutes in 75% of cases.
  - B. **Red 2:** incidents presenting conditions which may be life threatening but less time critical than Red 1, and should receive an emergency response within eight minutes in 75% of cases. The clock starts up to 60 seconds after Red 1 incidents.
  - C. **A19:** incidents presenting conditions which may be immediately life threatening, and should receive an ambulance response at the scene (an equipped vehicle able to transport a patient in a clinically safe manner if required) within 19 minutes in 95% of cases.
- 13.54 Historically ambulance services have experienced year on year growth in demand for their services. In recent years, this level of growth has been in the region of 4% to 5%. However, during 2014/15 SWASFT experienced a significant increase in activity levels, with year on year incident numbers increasing by 9.75%. This increase was seen throughout the year but the most significant increase was during the winter period (November 2014 to January 2015) where activity levels were 10.81% higher than for the same period in 2013/14. The pressure on operational resources during these periods of significant demand made the delivery of national response targets extremely difficult.
- 13.55 SWASFT's ability to achieve Red performance targets is affected by many factors, but being the most rural ambulance service in England has direct consequences on performance, as the target is measured across the whole operating area and makes no allowances for rurality.
- 13.56 The ambulance service, like the rest of the NHS, is under pressure to become more cost effective and efficient in the face of budget cuts and significant funding gaps. NHS England's document "A Call to Action" identifies the financial constraints facing the NHS and how without bold changes to service delivery, a free at point of use health service will not be available for future generations. A Call to Action suggests reshaping services to put patients at the centre by:
- Refocusing on prevention;
  - Putting patients in charge of their own health and healthcare;
  - Matching services more closely to individuals risks and specific characteristics;
  - Using technology and exploiting the potential of transparent data.
- 13.57 This is similar to the themes running through the NHS 5 Year Plan (see chapter 12 on Health care).
- 13.58 In recognition of the challenges facing the urgent and emergency care system, a number of national and local reviews have explored the development of sustainable models of service delivery for the future. The Urgent and Emergency Care review cited the ambulance service as one of the most important gateways into the health and social care system. Increasingly, it is becoming recognised that in order to enhance the overall system of emergency care in England, ambulance services should be regarded as a care provider and not as a service that simply readies

patients for journeys to hospital – “what a skilled paramedic can do in an ambulance now is most of what we spent the first 15 minutes doing in A&E ten or fifteen years ago”.<sup>222</sup>

## **Ambulance – Current Issues and Infrastructure Provision**

13.59 In the face of budget cuts, cost efficiency is a driving factor affecting all aspects of the service. In February 2015, SWASFT were chosen in partnership with London Ambulance Service, to pilot a new way for ambulance services to respond to 999 calls. The trial allows call-handlers a small amount of extra time to triage the patient over the telephone before dispatching an ambulance resource to respond. The extra assessment time will ensure that call handlers are able to better deploy resources where they are most needed. The additional triage time will also provide an opportunity to identify the most clinically appropriate response to meet the needs of the patient. In some cases this may not be an ambulance response, and patients may be better served by an immediate referral to another service (e.g. local GP, pharmacy or a walk-in centre).

13.60 In South Somerset there are ambulance stations in **Castle Cary, Ilminster** and **Yeovil**. The SWASFT Estates and Facilities Strategy (2010 to 2016) seeks to deliver a cost effective estate that provides fit for purpose accommodation to support and enable the Trust to conduct its business activities and achieve optimum operational performance. The strategy identifies that **Ilminster Ambulance Station** has received repairs and improvements in the financial year 2009/10, and Castle Cary and the existing Yeovil Ambulance Stations are identified for disposal:

- **Castle Cary Ambulance Station** – the plan states that, subject to confirmation, the station is surplus and there is no requirement for an alternative. It is proposed to relocate the Emergency Care Practitioner to Wincanton and obtain a capital receipt for the buildings and revenue saving. The target date was 2011.
- **Yeovil Ambulance Station** – a replacement station is required for the present ambulance station. The target date was 2012. The cost associated with the provision of a replacement ambulance station was identified as £350,000 in July 2010, although this cost will have increased in the meanwhile.

## **Ambulance – Planned infrastructure provision and future requirements**

13.61 The Trust is currently working on a number of potential projects in the South West, one of which is the replacement of the ambulance station in Yeovil, as identified above. This is at an early stage, but it could mean that the Trust may require a Standby Point somewhere in Yeovil depending on where the new site for the station is located.

13.62 At this moment in time, it is not possible to identify specific infrastructure requirements until operational modelling has been done to take account of new housing developments. The numbers of dwellings and increase in population will have an impact whether or not the station is moved. Council officers will continue to

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<sup>222</sup> The House of Commons Health Committee: Urgent and Emergency Services report by Professor Willett (July 2013).

work with the SWASFT to work on identifying appropriate sites for a Standby Point and replacement station.

- 13.63 More widely, the Trust continually considers options for enhanced service delivery to all areas, including within the South Somerset area and are therefore reviewing options for station provision. The provision of strategic sites and future growth areas identified within the Local Plan will inform the exercise. Options could include relocating stations or merging stations into a single location (in association with standby points to enhance response times) or co-locating with other emergency service providers. The exercise is on-going and will be informed by modelling exercises to ascertain the optimum locations for siting facilities. The Trust will therefore continue to liaise with the Council will provide further information on the above sites as and when options are developed further.
- 13.64 The Trust is currently preparing a case for CIL funding for the provision of Standby Points. Standby Points are small, sole use rooms (approx. 20 sq m), with access to toilet facilities and a parking bay for an ambulance directly adjacent with good egress onto the highway. The Trust has developed a number of these in GP surgeries (new and existing), NHS facilities, Police and Fire stations and other public and commercial premises.
- 13.65 The provision of adequate ambulance facilities is not anticipated to be a limiting factor in determining where the growth should be located within South Somerset. No specific constraints in terms of infrastructure requirements have been identified that would impact on the delivery of the Local Plan.

## 14. Open Space and Outdoor Play Space, Sports, Community and Cultural facilities

### Key Messages

- Open space and outdoor play space, sports, community and cultural facilities contribute towards place shaping and healthy lifestyles.
- South Somerset has a good range of these facilities and enjoys good access to areas of open space, although some areas lack access to equipped play areas and youth facilities.
- Local Plan policy HW1 expects that provision or contributions will be made for additional open space, outdoor playing space, local and strategic sports, cultural and community facilities, as appropriate.
- An updated Playing Pitch Strategy and Open Space Strategy will be published in 2016.
- The District Council have recently agreed (2015) to take over the management of the Westlands Sports and Leisure Complex in Yeovil (following AgustaWestlands announcement to close the complex).
- Whilst the District Council aspires to provide new and improved open space and outdoor play space etc, infrastructure delivery will be dependent on development viability and being able to secure contributions from section 106 agreements and CIL, as well as input from public funding streams.
- In the past, contributions have been pooled towards some open space and outdoor play space, and sports, community and cultural facilities infrastructure projects; but pooling is now restricted.
- Therefore, decisions on spending money on community, health and leisure facilities will be subject to increased scrutiny and clarity as to their relative importance, and priority of such schemes will be paramount.
- There is a total identified funding gap of around £89 million for infrastructure relating to open space and outdoor play space, sports, community and cultural facilities.

### Definitions

#### Open Space

- 14.1 For the purposes of the IDP, open space encompasses informal recreation open space, formal parks and gardens, country parks, natural open space and woodlands.

#### Outdoor Play Space

- 14.2 Outdoor play space is defined as formal pitches (and associated changing room provision), equipped play areas and youth facilities.
- 14.3 Open space and outdoor play space fall within the definition of Green Infrastructure (GI). This term describes a network of high quality green and blue spaces and other environmental features that should be planned and delivered at all spatial scales

from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.<sup>223</sup>

### **Sports Facilities, Community and cultural facilities**

- 14.4 Sports facilities includes artificial grass pitches, sports halls, swimming pools and other indoor facilities such as indoor tennis courts, as well as their associated changing rooms
- 14.5 In addition to more obvious examples of community and cultural facilities such as theatres and arts centres, community halls are multipurpose buildings which provide communities with the space and facilities for a range of local activities such as sports and recreation, arts and educational activities as well as local services such as a library or shop.
- 14.6 'Strategic facilities' are considered to be larger or more specialist facilities attracting higher numbers of users such as theatres and sports facilities. They have larger catchment areas and a high proportion of users are likely to travel to them by car or public transport, and tend to be located in centres of high population for 'economies of scale'.

## **Statutory and Policy Context**

### **National Context**

- 14.7 The National Planning Policy Framework (NPPF) recognises the benefits to the health and well-being of communities that can be brought about by having access to high quality open spaces and opportunities for sport and recreation. It makes clear that local plan policies should promote the retention and development of local services and community facilities in villages, including sports venues and cultural buildings.
- 14.8 Planning policies should be based upon robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The National Planning Practice Guidance (NPPG) includes reference to Sport England's guidance<sup>224</sup> on how to assess the need for sports and recreation facilities.
- 14.9 Local planning authorities (LPAs) are expected to set out a strategic approach in their local plans and plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The Local Green Space designation enables communities through local or neighbourhood plans to identify areas of particular importance to them for special protection.
- 14.10 Regulations now restrict the pooling of section 106 contributions.<sup>225</sup> No more may be collected in respect of a specific infrastructure project or a type of infrastructure

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<sup>223</sup> <http://www.naturalengland.org.uk/ourwork/planningdevelopment/greeninfrastructure/>

<sup>224</sup> <http://www.sportengland.org/facilities-planning/>

<sup>225</sup> Regulation 123 of the Town & Country Planning (Community Infrastructure Levy) Regulations 2010 (as amended by 2014 Regulations).

through a section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010. This will challenge the delivery of some of the infrastructure relating to open space and outdoor play space, sports, community and cultural facilities.

## Local Context

### South Somerset Local Plan

- 14.11 South Somerset Local Plan policy HW1 expects that provision / contributions will be made for additional open space, outdoor playing space, local and strategic sports, cultural and community facilities, as appropriate. Needs Assessments have been undertaken and the standards for provision were approved by the Councils' District Executive in 2012. This evidence base is due to be updated in accordance with latest national guidance, with an updated Playing Pitch Strategy to be published by SSDC in 2016. Policy EP15 Local Plan seeks to provide and protect community facilities and services.
- 14.12 Local Plan policy EQ5 promotes GI across the district based upon the enhancement of existing areas including public open space, accessible woodland and river corridors by ensuring that new development provides open spaces and green corridor links between new and existing green spaces. New GI is expected to meet Natural England Accessible Natural Greenspace Standard (ANGSt) or appropriately contribute to improving access to natural greenspace.
- 14.13 The **Yeovil Sports Zone** is the working title for the SSDC project to deliver strategic sports facilities to meet the current and future needs of those living in the Yeovil area and throughout the district. Policy HW2 of the Local Plan identifies that South Somerset District Council and its partners will seek a suitable location within or adjacent to Yeovil for the provision of a Sports Zone of at least 1.5 hectares in size.
- 14.14 The **South Somerset Open Space Strategy** 2011-2015 sets out a vision and strategic framework for the future development of open space provision across South Somerset. The Vision for the Parks and Open Spaces of South Somerset is: *"To have a network of well-managed, attractive and living open spaces for all to enjoy."*
- 14.15 The Open Space Strategy does not identify individual areas of open space for retention or disposal. It does however set out actions for good management of existing open space, how the council will work with the community and partners, and how it will work with developers for future provision in accordance with the identified accessibility standards. In doing so, the strategy considers a range of open spaces for which there is legitimate public access and which provide recreational benefit. An update to the strategy will be published in 2016.

### Sports Facilities

- 14.16 Existing community swimming pools, sports halls and artificial grass pitches in South Somerset are provided by 1610, Leisure East Devon (LED), CRESTA Trusts, and Academy Schools. These are located in Yeovil and the Market Towns. The latest needs assessments identify that improvements are required at some of these facilities and a small number of new facilities are also needed.

## **Libraries**

- 14.17 Somerset County Council provides reference, lending and information services through a network of static and mobile libraries. All libraries within South Somerset have public access computers and many have photocopiers and faxes. Most are accessible for people with disabilities. They all have talking books and DVDs except the Performing Arts Library (located within Yeovil Library).
- 14.18 The mobile libraries provide a library service to rural areas in Somerset where there is no static library. In August 2012, four mobile libraries re-joined the Bridgwater and Wincanton mobiles to provide a service to a further 280 communities. Somerset County Council is committed to increasing the efficiency of its mobile library service.

## **Community Halls**

- 14.19 Community halls are particularly important to the health and well-being and community cohesion of rural areas and residential neighbourhoods in South Somerset. Rural community halls have a multi-purpose role, serving as a: social centre, arts centre, sports centre and in some cases providing education, health or retail services. In the majority of cases these rural halls are charities run by local volunteer trustees although an increasing number are being used to deliver mainstream public services.<sup>226</sup>
- 14.20 SSDC has been supporting community halls with capital grants for many years. It also provides officer support to committees towards the provision of new halls, improvements to existing halls, and the development of new activities. The Council also supports community halls through the provision of discretionary and charitable rate relief.

## **Museums, Galleries and Theatres**

- 14.21 High quality, sustainable and well located arts and museum facilities are an essential component of sustainable communities. The Octagon Theatre and Westlands Entertainment Complex in Yeovil are strategic facilities which host a broad range of entertainment and cultural events throughout the year. South Somerset also has a number of community museums each celebrating the rich heritage of its local area.

## **Cemeteries and Crematorium Facilities**

- 14.22 Within the UK, burials normally take place in cemeteries and churchyards. Up to one body can be buried on private land (e.g. in a garden); any more requires a licence from the Home Office. Although there is no statutory duty on a local authority to provide burial facilities, SSDC and town/parish councils are 'burial authorities' which may provide cemeteries, and have a responsibility for maintaining them.<sup>227</sup> Cremation facilities may be provided by burial authorities, or any company which has established a crematorium.
- 14.23 The only crematorium in South Somerset is located in Yeovil. Both this facility, and Yeovil cemetery, is operated by Yeovil Town Council who are part of Yeovil

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<sup>226</sup> Based on research by Action for Communities in Rural England (ACRE) in 2009

<sup>227</sup> Local Government Act 1972, Local Authorities' Cemeteries Order 1977.

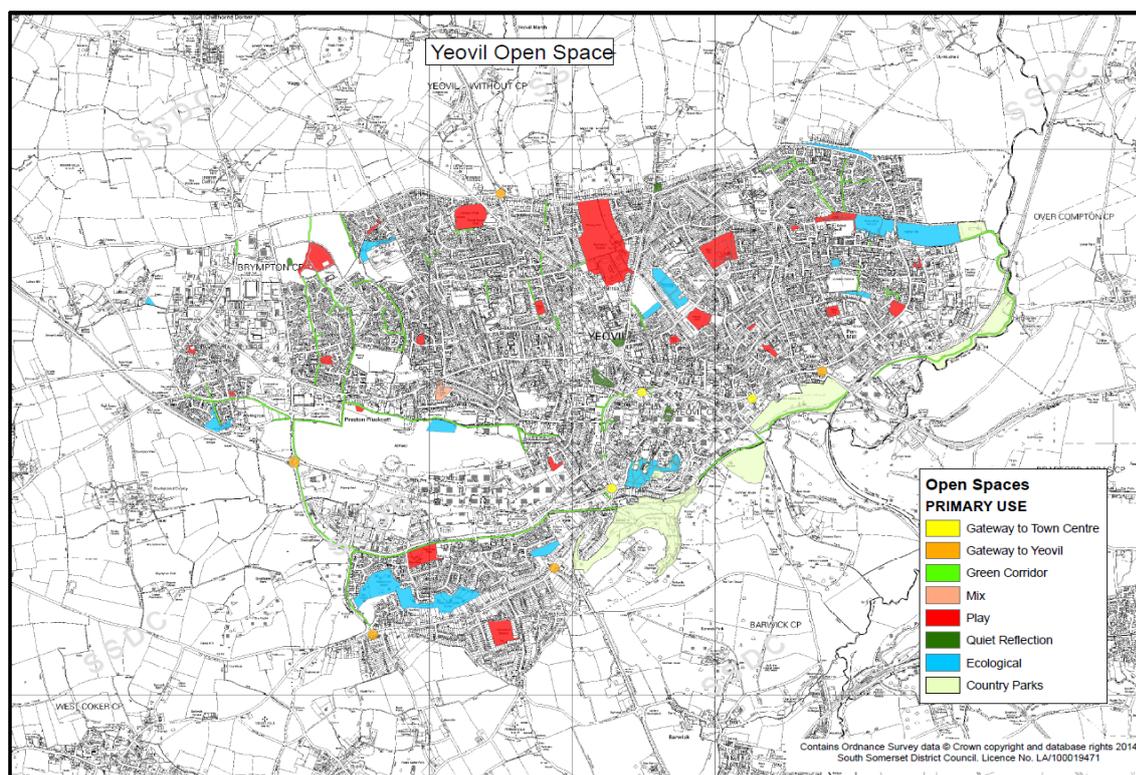
Crematorium and Cemetery Committee – a joint committee<sup>228</sup> that oversee and manage the operation and development of these key facilities in the town.<sup>229</sup> SSDC has the overall management of the Crematorium, and all staff at the Crematorium and the Cemetery are employed by the District Council.

## Current Provision

### Open Space

14.24 There are 213 public open spaces over 400 square metres in area, totalling 330 hectares.<sup>230</sup> An audit was undertaken in 2008 which identified 10 parks or public gardens, 7 natural open spaces, 9 green corridors and 142 informal recreational open spaces. A further 45 public open spaces are managed by town and parish councils, which are predominantly classed as informal recreational open spaces. The responsibility for the provision or management of allotments has been delegated to relevant town or parish councils – spaces are let to private tenants and are not available or openly accessible to the public.

**Figure 14.1: Map of Open Space in Yeovil owned or managed by SSDC**



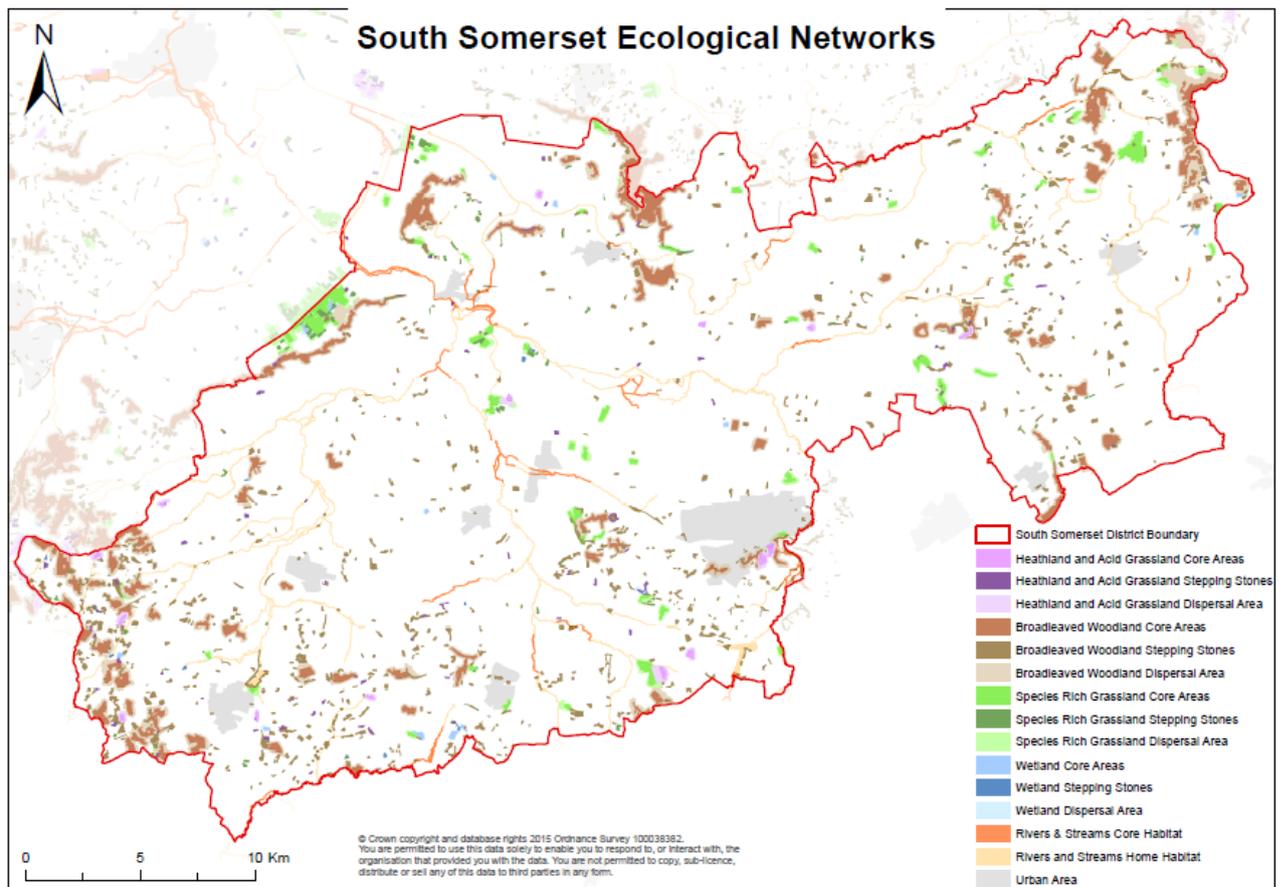
14.25 Somerset Wildlife Trust has been working with Somerset County Council to map the existing ecological networks in Somerset, as shown on figure 14.2 below.

<sup>228</sup> The other partners are on the Committee are South Somerset District Council, Yeovil Without Parish Council and Brympton Parish Council.

<sup>229</sup> SSDC jointly owns Yeovil Crematorium with Yeovil Without Parish Council as tenants in common with SSDC holding 89% and YWPC the remaining 11%.

<sup>230</sup> South Somerset District Council Open Space Strategy 2011-2015.

Figure 14.2: Ecological Networks in South Somerset<sup>231</sup>



14.26 The key terms are defined below:

- **Core Areas** – patches of species-rich habitat that are large enough to support viable populations of many species typical of that habitat. These areas act as sources from which species will disperse across the landscape.
- **Stepping stones** – areas of species-rich habitat that not large enough to be core areas, but are important intermediary areas of habitat for species moving through the landscape. They will support species less sensitive to habitat fragmentation and remnant populations of other species.
- The **dispersal area** – a flexible buffer that represents where species are able to move to and from core areas. This area can contract or be extended according to how neighbouring land use facilitates or inhibits the movement of species.

14.27 The Somerset Wildlife Trust advises that there are a number of ways to enhance the ecological networks in South Somerset. As a general rule, any habitat restoration or creation that can be done within dispersal areas would be a good idea as this will directly improve that network. It is also good to look at where there are clusters of stepping stones of a particular habitat type and explore opportunities to make the landscape easier to move through for wildlife which would increase movement between the patches, and consider making the habitat patches larger or improving their quality.

<sup>231</sup> Source: Somerset Wildlife Trust.



## Youth Facilities

14.29 There are a total of 105 youth facilities in South Somerset, on 57 sites covering a total area of 48,517 sq m, with a predicted deficit of 55,381 sq m in 2029.<sup>235</sup> These are areas designed primarily for play and social interaction involving children and young people, examples include, ball courts, skateboard areas and teenage shelters. In conducting the audit of provision for young people, the Council has used the following supply parameters/definition:

- Sites must include at least one youth facility;
- The youth facility must be free and fully accessible at all times (i.e. those on school sites have only been included if they meet these criteria); and
- The youth facility must be located in an appropriate and safe position.

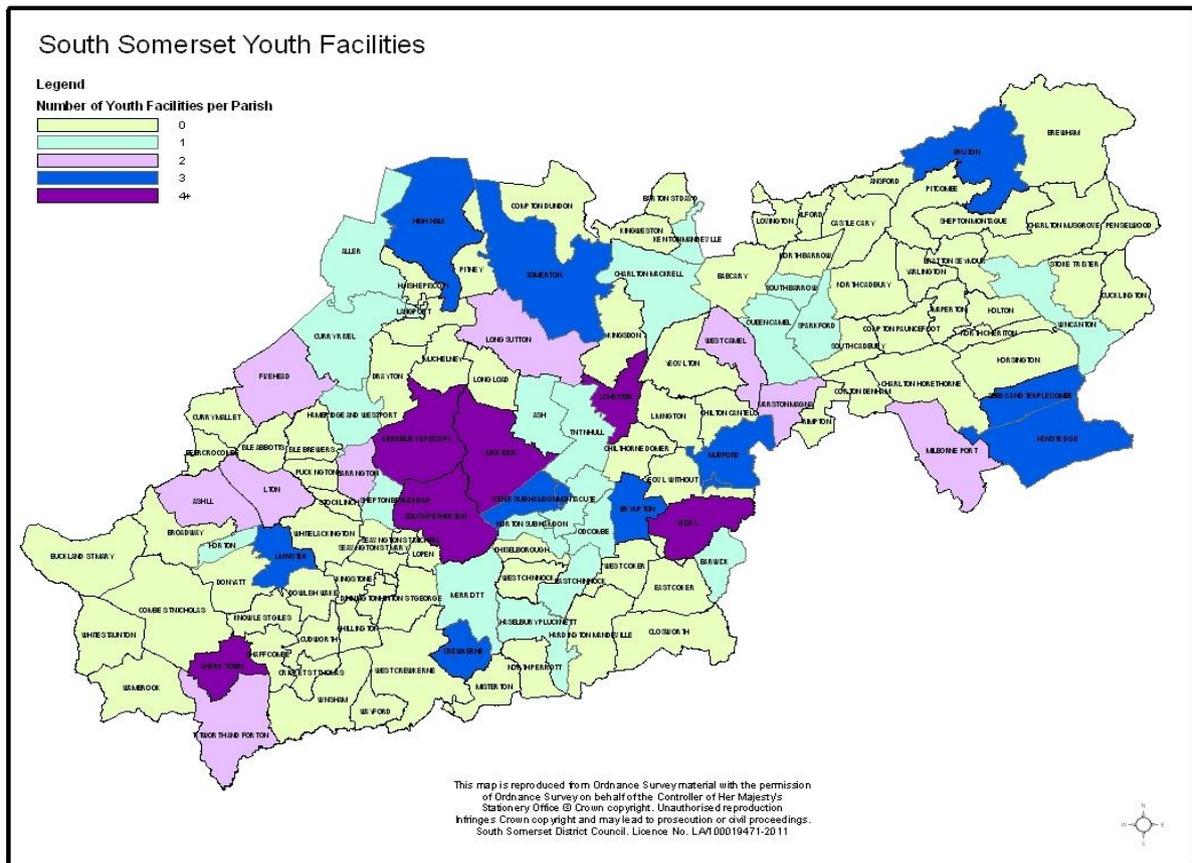
**Figure 14.4: New play area, South Petherton**



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<sup>235</sup> Figures relate to latest monitoring from 2014.

**Figure 14.5: South Somerset Youth Facilities provision by parish**



**Playing Pitches**

14.30 There are a total of 154 football, rugby and cricket pitches across the district, on 70 sites. There are 66 changing room facilities across the district. Provision for pitch sports is recognised as being deficient in quantity and quality at a number of locations across the district. The forthcoming Playing Pitch Strategy will include detail on this.

**Artificial Grass Pitches**

14.31 There are two Sand Based AGPs: at Yeovil Recreation Centre and CRESTA, Chard. There are three Third Generation (3G) AGPs at Bucklers Mead and Westfield Academies in Yeovil and a small pitch at Wincanton Recreation Ground. As of September 2015 there is an additional AGP at Huish Academy, Langport/Huish Episcopi.

**Figure 14.6: New AGP at Yeovil Recreation Centre**



### **Swimming pools**

14.32 Whilst there are 14 swimming pools in the district, the majority have very limited or no community access. The application of ‘parameters’ set out by Sport England reduces the supply from 14 to four community swimming pools within South Somerset, located at: Goldenstones, Yeovil; CRESTA, Chard; Crewkerne Aquacentre; and Wincanton Sports Centre. There are also a few swimming pools in neighbouring authorities whose catchment areas serve parts of South Somerset. From a qualitative perspective the audit indicates a need to improve the quality of the existing facilities in areas west and north (Chard, and lack of indoor swimming provision in Langport/Huish Episcopi).

### **Indoor Tennis Centres**

14.33 There are currently no indoor tennis centres in South Somerset, with the nearest dedicated indoor tennis courts at Blackbrook Pavillion in Taunton.

### **Sports Halls**

14.34 There are 11 sports halls in South Somerset, located at: Bucklers Mead, Westfield and Preston Academies, Yeovil College and Westlands in Yeovil; Caryford, Castle Cary; CRESTA, Chard; Crewkerne Sports Centre; Huish Episcopi Sports Centre; Stanchester Sports Centre; and Wincanton Sports Centre.

### **Libraries**

14.35 There are static libraries in: Bruton, Castle Cary, Chard, Crewkerne, Ilminster, Langport, Martock, Milborne Port, Somerton, South Petherton, Wincanton and Yeovil (King George Street and Sunningdale). Between Tuesday and Friday, the Mobile Library serves many Rural Settlements across the district.

14.36 The library service has to meet a number of National Public Library Service Standards<sup>236</sup> which constitute a nationally recognised acceptable level of service provision. These standards include:

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<sup>236</sup> Public Library Service Standards, Department of Media, Culture and Sport, March 2006

- 100% of static service points open more than 10 hours a week that have public access to the Internet.
- The provision of 6 electronic workstations (computer terminal with access to the internet and online catalogue) per 10,000 population.
- The provision of 216 new items of stock added per year per 1,000 population

### **Community halls**

14.37 There are 122 Community Halls within the District covering a total area of 31,262 sq m. These are halls that are open to all; and have the primary purpose of being a multi-function community building for the use of the communities they serve.

### **Museums, Galleries, Theatres and Arts Centres**

14.38 There are five community museums within South Somerset:

- Bruton Community Museum;
- Castle Cary and District Museum;
- Chard and District Museum;
- Crewkerne Heritage Centre; and
- Ilchester Museum.

14.39 Additional museums are located at the Fleet Air Arm Museum, Haynes Motor Museum, and the Museum of Radio and TV in Montacute. The building which housed the Museum of South Somerset closed in March 2011. The items in the museum have been moved to the Community Heritage Access Centre (CHAC), located at Lufton, Yeovil.

14.40 The Octagon and Swan Theatres are located in Yeovil, The Warehouse Theatre in Ilminster and The David Hall in South Petherton. Hauser and Wirth, Bruton and the Ilminster Arts Centre (which also offers performance) are galleries in the district. There is a total of 4,205 sq m of Theatres and Arts Centres, which equated to 26 sq m per 1,000 population in 2009.

### **Cemeteries and cremation facilities**

14.41 Yeovil crematorium handles around 1,700 people per year and has two cremators. There has been discussion about installation of a third cremator in Yeovil crematorium to respond to future demand and increased size of bodies, although this would require strong justification given the cost of such a facility. The district is also served by crematoria in neighbouring districts, primarily those at Taunton, Shepton Mallet and Weymouth.

14.42 There are a number of graveyards located across the district, many of which are part of local churchyards, which are managed by the relevant town and parish councils. Yeovil cemetery handles about 60 burials a year. The long term trend towards cremation has reduced the need to provide cemetery space, although the current cemetery in Yeovil is likely to reach capacity in around 5 years – Somerset County Council owns some land adjacent that may offer additional space.

## Planned improvements and Additional Infrastructure Requirements

- 14.43 There is a range of planned infrastructure projects which are in the process of being delivered, as set out in the Infrastructure Schedule. A significant recent scheme has arisen from AgustaWestlands' announcement in May 2015 that it intended to close the Westland Sports and Leisure Complex in Yeovil. SSDC has approved to take over the management and operation of the Sports and Leisure Complex. Subject to funding, this will include the refurbishment of Westlands Sports Centre and Entertainment Complex, and provision of a new health and fitness suite, exercise studio, and new cricket and bowls pavilion.
- 14.44 Additional facilities will be sought on a case by case basis in accordance with Local Plan policy HW1. The existing needs assessments will inform discussion and negotiation on future provision of equipped play areas, youth facilities, playing pitches and changing rooms, community halls and sports facilities. The updated Open Space Strategy (due to be published in 2016) will provide the evidence base to inform discussion and negotiation on how best to deliver informal open space improvements. The new Playing Pitch Strategy (also expected in 2016) will update current assessments of need and may have an impact on the amount of infrastructure required in the future.
- 14.45 As noted previously, Policy HW2 of the Local Plan identifies that SSDC and its partners will seek a suitable location for the provision of a Sports Zone of at least 1.5 hectares in size.
- 14.46 Standards and the rationale for the provision of additional open space, outdoor play space and sports facilities are summarised in figures 14.7 – 14.9 below. It is recognised that the standards and associated costs provide a high-level set of parameters to inform future action and decision-making. It is accepted that in translating the high-level assessment of need to specific, deliverable projects it may be that provision and cost differ to that set out in figures 14.7 – 14.9.
- 14.47 In addition, a range of public realm enhancements are intended for Yeovil, associated with proposals in the Yeovil Urban Development Framework (see para 2.27). Although some funding has been committed towards these projects, there remains a funding gap of nearly £8m.

**Figure 14.7: SSDC Standards of Open Space and Outdoor Play Space provision<sup>237</sup>**

Infrastructure Type	Standard	
Open Space	<b>Quantity standards:</b>	
	Parks and public gardens:	
	Current provision:	0.13 ha per 1000 population
	<b>Proposed provision standard:</b>	<b>0.19 ha per 1000 population</b>
	Informal recreational Open Space:	
	Current provision:	0.22 ha per 1000 population
	<b>Proposed provision standard:</b>	<b>0.55 ha per 1000 population</b>

<sup>237</sup> <http://www.southsomerset.gov.uk/leisure-and-culture/sport-and-health/planning-for-open-space,-sport-and-recreation/>

**Green Corridors:**

Current provision:	0.06 ha per 1000 population
<b>Proposed provision standard:</b>	<b>To be determined.</b>

**Natural Open Spaces:**

Current provision:	0.78 ha per 1000 population
Proposed provision standard:	
<ul style="list-style-type: none"> <li>• Proposed provision standard for country parks is 1.32 ha per 1000 population</li> <li>• Proposed provision standard for natural open space is 0.25 ha per 1000 population</li> <li>• Proposed provision standard for woodland is 0.024 ha per 1000 population</li> </ul>	
Given the green nature of South Somerset, rationale proposes standard of 1 ha per 1,000 population.	
<b>Proposed provision standard (total)</b>	<b>1 ha per 1000 population</b>

**Total quantity standard to be applied: 1.74 ha per 1,000 population**

**Minimum acceptable size standards:**

Type of open space	Current standard	Proposed provision standard
Parks and Public Gardens	N/A	<b>1.0 ha</b>
Informal Recreational Green Space	0.25 ha	<b>0.25 ha</b>
Green Corridors	N/A	<b>Case by case</b>
Natural Open Spaces	N/A	<b>0.25 ha</b>

**Catchment and accessibility standards:**

Type of Open Space	Proposed walking distance	Proposed driving distance
Parks and Public Gardens	15 minutes walking time or 720m in a straight line. N/A at Rural Settlements as these sites are generally strategic	N/A as would wish to encourage walking. At Rural Settlements: 20 minutes travelling time or 6.6 km in a straight line
Informal Recreational Green Space	10 minutes walking time or 480m in a straight line	N/A as would wish to encourage walking
Natural Open Space	N/A as likely to be on urban fringe. At Rural Settlements: 20 minutes travelling time or 960m in a straight line.	10 minutes travelling time of 5.8 km in a straight line
Green Corridors	These have no distance standards as they are integrated through the urban infrastructure.	

**Equipped Play Areas**

**Quantity standard:**

0.2 ha per 1,000 population  
2000 sq m per 1,000 population

**Catchment and accessibility standards** (straight line distances):LEAPs<sup>238</sup> = 240mNEAPs<sup>239</sup> = 600m**Size Standard and Buffer Zones:**

Type of Space	Minimum acceptable size (activity zone)	Minimum Buffer Zone (from activity zone to nearest dwelling)	Minimum buffer zones (from activity zone to habitable room façade of nearest dwelling)
LEAP	500 sq m	20m	30m
NEAP	1200 sq m	30m	40m

**Youth Facilities****Quantity standard:**

0.05 ha per 1,000 population

500 sq m per 1,000 population

**Catchment and accessibility standard:**

All young people in South Somerset should live within a 15 minute walk time (600m straight line catchment) of at least two youth facilities

**Size standard:**

Type of Space	Minimum acceptable size (activity zone)	Minimum Buffer Zone (from activity zone to nearest dwelling)	Minimum buffer zones (from activity zone to habitable room façade of nearest dwelling)
All youth facilities		30m	40m
MUGAs <sup>240</sup>	20m x 40m	30m	40m
Skate parks	20m x 30m	30m	40m

**Playing Pitches****Quantity standard:**

1.4 ha per 1,000 population

14000 sq m per 1,000 population

Quality and minimum size determined by national governing body standards.

**Changing Rooms****Quantity standard:**

115.7 sq m per 1,000 population

14.48 Figure 14.8 provides an indication of the amount and cost of natural open space requirements for the district. The assessment seeks to ascertain overall 'need' generated by the additional demand stemming from planned growth. As such, it is a high-level assessment based on the number of dwellings still to be delivered in each settlement between 31<sup>st</sup> March 2015 and the end of the local plan period in 2028.

14.49 The calculation for the amount of land required is based upon 2.2 people per household with a requirement for 1.74 ha of open space per 1,000 people. Costs are based upon the calculation used in the previous IDP (January 2012), which set out a cost of £727.50 per dwelling which reflects the costs of new provision and additional maintenance based applied to a 3 bed dwelling.

<sup>238</sup> Local Equipped Play Area (LEAP) – normally designed for unsupervised play of age ranges 4-12 but considerate of other age range and users, open in nature and recommended on developments of 30-100 homes.

<sup>239</sup> Neighbourhood Equipped Area of Play (NEAP) – targeted at users aged 4-14. Will be dominant on developments of 100 home plus.

<sup>240</sup> Multi Use Games Area (MUGA).

14.50 The assessment provides an evidence base to inform strategy and decision-making. It is likely that in seeking to deliver open space improvements and additional provision in South Somerset the actual figures for both cost and provision will differ from that set out in figure 14.8.

**Figure 14.8: Additional Informal Open Space Provision**

Settlement	Housing (Dwellings)			Calculations - Land	Cost
	Total Requirement (2006 – 2028)	Completions (2006 – 2015)	Remainder (2015 – 2028)	Final Requirement (ha)	Final Cost
Yeovil	7,441	1,876	5,565	21.30	£4,048,537.50
Chard	1,852	589	1,263	4.83	£918,832.50
Crewkerne	961	337	624	2.39	£453,960.00
Iminster	496	236	260	1.00	£189,150.00
Wincanton	703	533	170	0.65	£123,675.00
Somerton	374	49	325	1.24	£236,437.50
Ansford/Castle Cary	374	59	315	1.21	£229,162.50
Langport/Huish Episcopi	374	273	101	0.39	£73,477.50
Bruton	203	103	100	0.38	£72,750.00
Ilchester	141	1	140	0.54	£101,850.00
Martock/Bower Hinton	230	77	153	0.59	£111,307.50
Milborne Port	279	165	114	0.44	£82,935.00
South Petherton	229	190	39	0.15	£28,372.50
Stoke Sub Hamdon	51	5	46	0.18	£33,465.00
Rural Settlements / Rest of District	2,242	1,165	1,077	4.12	£783,517.50
<b>DISTRICT TOTAL</b>	<b>15,950</b>	<b>5,658</b>	<b>10,292</b>	<b>39.40</b>	<b>£7,487,430</b>

Figure 14.9: SSDC standards for Sports, Community and Cultural facilities<sup>241</sup>

Infrastructure Type	Standard
<b>Artificial Grass Pitches (AGPs)</b>	<p><b>Quantity standard:</b> 255.55 sq m per 1,000 population</p> <p><b>Catchment and accessibility standard:</b> All South Somerset residents should live within a 20 minute drive time of an artificial grass pitch.</p> <p><b>Size standard:</b> Full size AGP hockey surface: 101.4m length x 63m width 3G AGP: 1,000 sq m</p>
<b>Swimming Pools</b>	<p><b>Quantity standard:</b> 10.86 sq m of indoor swimming pool space per 1,000 population</p> <p><b>Catchment and accessibility standard:</b> All South Somerset residents should live within a 15 minute drive time of an indoor swimming pool.</p> <p><b>Size standard:</b> Minimum acceptable size = 25 metre swimming pool with 5 lanes and adequate accommodation for competitors and spectators to stage local galas and events (based on Sport England guidance). Teaching / learner swimming pool, providing a dedicated area of shallow water for 'teaching purposes'.</p>
<b>Indoor Tennis Centres</b>	<p><b>Quantity standard:</b> 23.72 sq m per 1,000 population</p> <p><b>Catchment Areas:</b> All South Somerset residents should live within a 30 minute drive time of an indoor tennis court</p> <p><b>Size standard:</b> Minimum acceptable size = 37.7 metres in length, 20.97 metres in width</p>
<b>Sports Halls</b>	<p><b>Quantity standard:</b> 46.88 sq m per 1,000 population</p> <p><b>Catchment Areas:</b> All South Somerset residents should live within a 15 minute drive time of a 4 court sports hall</p> <p><b>Size standard:</b> Minimum acceptable size = 4 badminton courts (based on Sport England Guidance). 1 court is calculated as 17.4m x 9.4m = 163.56 sq m 4 court hall is calculated as 654.24 sq m</p>
<b>Libraries</b>	<p>The Culture and Sport Planning Toolkit<sup>242</sup> identifies a standard of 30 sq m per 1,000 people for library provision.</p> <p>The library service has to meet a number of National Public Library Service Standards<sup>243</sup> which together constitute a nationally recognised acceptable level of service provision. These standards include:</p> <ul style="list-style-type: none"> <li>• 85% of households within the County living within 2 miles of a static library</li> </ul>
<b>Community Halls</b>	<p><b>Quantity standards:</b> Yeovil, Market Towns and Rural Centres 353 sq m per 1,000 population Rural settlements 119 sq m per 1,000 population</p> <p><b>Catchment areas:</b> All South Somerset residents should live within a 1,000 m walking distance (600m straight line distance) of a community hall.</p>

<sup>241</sup> <http://www.southsomerset.gov.uk/leisure-and-culture/sport-and-health/planning-for-open-space,-sport-and-recreation/>

<sup>242</sup> <http://cultureandsportplanningtoolkit.org.uk/>

<sup>243</sup> Public Library Service Standards, Department of Media, Culture and Sport, March 2006

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	<b>Size standard:</b> Yeovil, Market Towns and Rural Centres = 400 sq m, incorporating a main hall, separate meeting room and ancillary facilities, plus car parking Rural Settlements = 220 sq m, incorporating a main hall and ancillary facilities, plus car parking
<b>Museums, Galleries and Theatres</b>	Arts Council standard of 45 sq m per 1000 population is applied
<b>Cemeteries and Cremation facilities</b>	SSDC and town/parish councils are 'burial authorities' which may provide cemeteries, and have a responsibility for maintaining them. Cremation facilities may be provided by burial authorities, or any company which has established a crematorium.

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- 14.51 The Infrastructure Schedule sets out all projects, and identifies key priorities for additional infrastructure requirements from SSDCs Community Health and Leisure Team.
- 14.52 As a general principle, given the broad range of activities that can take place in a new and modern community hall, resulting in numerous social and economic benefits, the Council considers that these should be identified as 'priority 2' infrastructure projects where they are justified as being required.
- 14.53 The Local Plan also specifies open space requirements associated with the Yeovil Sustainable Urban Extensions, with an aspiration for 40% of the area to be green space. Sports and open space provision in Chard Strategic Growth Area, which includes the relocation of Chard Town Football Club, is outlined in policies PMT1 and PMT2.
- 14.54 Due to its proximity to sensitive (internationally designated) conservation areas, Local Plan policy LMT2: Langport / Huish Episcopi Direction of Growth, requires the provision of open space or other measures to be in place and agreed with Natural England in advance of the development here. This is in order to alleviate potential development related pressure on these sites.
- 14.55 From an ecological perspective, Somerset Wildlife Trust would recommend enhancing the woodland network by:
- Improving the woodland network in the Blackdown Hills by increasing the size of woodland stepping stones or restoring hedges between core areas of woodland.
  - Make the high density of woodland stepping stones between the Blackdown Hills to east of Crewkerne into a more coherent network through the creation of new woodlands or increasing the size of current woodlands.

### Infrastructure Costs

- 14.56 Infrastructure costs in the Schedule<sup>244</sup> have been calculated by either using:
- the actual costs generated from the additional population using standards and cost schedules, for each settlement;
  - Standard costs e.g. the cost of a Local Equipped Play Area (LEAP);
  - Sport England Facility Costs Quarter 1, 2015;

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<sup>244</sup> It should be noted that costs indicated for playing pitches do not include land acquisition.

- External cost consultants.

14.57 The analysis of need and an awareness of the costs and available funding highlights that it will be very challenging to realise the entire identified additional infrastructure. As the evidence of need is updated through new assessments it will be important to reflect on how best to translate high-level need-based assessments into tangible, deliverable projects. It is likely that this will continue to be opportunity-led, but wherever possible future strategy-making should look to establish more direct policies that can facilitate delivery directly on the back of planned development.

### **Risk and Contingency**

14.58 It is important that the Open Space Strategy is updated to ensure that the latest evidence is available to support the provision of open space infrastructure improvements associated with new development. Equally the updated Playing Pitch Strategy will be a key evidence base document moving forward.

14.59 None of the open space and outdoor playing space and sports, community and cultural facilities listed in the infrastructure schedule is identified as being 'priority 1'. The biggest risk to the delivery of open space and outdoor play space and sports, community and cultural facilities will be viability, and the challenge to secure contributions from development (through s.106 agreements or CIL) or the availability of public funding streams.

### **Conclusion**

14.60 High quality open space and sports, community and cultural facilities contribute towards place shaping and healthy lifestyles. The updated open space and playing pitch strategies will be key documents in informing needs and priorities in the future. Whilst not listed in the infrastructure schedule itself, it is recognised that allotments and growing spaces also play a role in achieving sustainable places to live.

14.61 The previously recorded data on the location and type of open space across the district and the newly mapped ecological networks within South Somerset provided by Somerset Wildlife Trust is a good basis from which to work when considering how new development can improve and enhance existing links leading to an enhanced network of green infrastructure in South Somerset.

14.62 There is an ongoing aspiration within the Council to continue to improve on the level of overall provision. As explained above, the delivery of such facilities will be difficult, especially under the new funding regime where section 106 agreements are scaled-back and the potential shift towards using money accrued through the Community Infrastructure Levy process. This will mean the decisions on what and where to spend money on community, health and leisure facilities will be subject to increased scrutiny and clarity as to their relative importance, and priority of such schemes will be paramount. The ability to draw down money through the CIL route may also mean that sourcing money from external / third parties will take on increased importance. Strengthening the relationship with these third party organisations will be crucial if wholesale investment in sport, leisure, recreation and green space is to occur in South Somerset.

## 15. Funding infrastructure

### Overview

- 15.1 A variety of funding sources and mechanisms will be required to deliver the infrastructure set out in this IDP. The context for funding infrastructure has changed significantly over recent years following the recession and the ensuing reduction in public sector funding. This restriction in public funding means that partnership working with other public bodies and the private sector is more important in delivering infrastructure. Nonetheless, various funding streams are available for funding infrastructure, from those directly related to development, to more general funds that may require a bidding process.
- 15.2 This chapter highlights the costs of delivering the infrastructure in this IDP, and provides an overview of options for funding infrastructure delivery. The specific funding arrangements for individual types of infrastructure are set out in the relevant chapters.

### Infrastructure costs

- 15.3 The following table provides an overview of the costs for each of the infrastructure types in this IDP, along with identified funding and the scale of the funding gap, as detailed in the accompanying Infrastructure Schedule.

**Figure 15.1: Indicative costs of Infrastructure projects and funding**

Infrastructure type	Current cost of identified Infrastructure projects	Identified funding <sup>245</sup>	Funding gap
Transport	£57.4m <sup>246</sup>	£44.9m	£12.5m
Flood risk and drainage	£0.93m	£0.49m	£0.44m
Utilities	£6.77m <sup>247</sup>	£6.77m	£0
Telecommunications	£0	£0	£0
Waste and recycling	£0	£0	£0
Education	£45m	£35m	£10m
Health care	To be confirmed	To be confirmed	To be confirmed
Emergency services	£0.35m	£0.35m	£0
Open Space and Outdoor Play Space	£37.3m	£4.2m	£33.1m
Sports, Community and Cultural facilities	£57.9m	£1.8m	£56.1m
Yeovil public realm projects	£8.27m	£0.3m	£7.97m
<b>TOTAL COSTS</b>	<b>£214m</b>	<b>£89.8m</b>	<b>£124.1m</b>

<sup>245</sup> This includes funding that has already been obtained or committed via formal agreement, or anticipated via the Government, developer contributions or statutory organisations.

<sup>246</sup> Not including costs associated with the proposals for the A303 and A358 in the Governments' Road Investment Strategy, which total £800m for schemes within or partly within South Somerset.

<sup>247</sup> A minimum figure, as some projects have yet to be costed.

## Funding from development

### Community Infrastructure Levy

- 15.4 The Community Infrastructure Levy (CIL) is a tool for local authorities to help deliver infrastructure to support development. SSSC is a charging authority and, when implemented, will collect CIL for new development (subject to exemptions). The Council makes clear what infrastructure that it intends to fund through CIL on its 'Regulation 123' list. SSSC are publishing its Draft Charging Schedule for consultation in February 2016.
- 15.5 15% of CIL receipts are passed directly the Town and Parish Councils where the development has taken place. This figure rises to 25% where a Neighbourhood Plan has been "made".<sup>248</sup> The Town/Parish Council must use the CIL receipts to fund the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area.<sup>249</sup> Whilst they are not required to spend their neighbourhood funding in accordance with SSSC priorities, national guidance expects Town/Parish Councils to work closely with the charging authority (i.e. SSSC) to agree priorities for spending the neighbourhood funding element.<sup>250</sup>
- 15.6 National guidance makes clear that works to the strategic road network are not suitable for funding through receipts from CIL due to their scale and nature.<sup>251</sup>

### Section 106 agreements

- 15.7 Section 106 planning obligations can be sought to address the infrastructure impacts of development, subject to meeting certain tests.<sup>252</sup> With the introduction of CIL, the scope of Section 106 obligations is set to be scaled back to only address site-specific mitigation and affordable housing contributions, rather than contributions to infrastructure in general. Section 106 obligations cannot be used for those things that are intended to be funded through the CIL.<sup>253</sup> Where the 'Regulation 123' list includes a generic type of infrastructure (such as 'education' or 'transport'), Section 106 obligations should not be sought on any specific projects in that category.<sup>254</sup>
- 15.8 The Infrastructure Schedule (Appendix 1) includes some projects which will be funded from existing Section 106 obligations, or are likely to as part of pending/future planning applications.

### Section 278 agreements

- 15.9 These agreements are made between the highway authority (i.e. Somerset County Council) and a person (i.e. developer) who agrees to pay all or part of the cost of highways works on or adjacent to an adopted highway. This is for work necessary to mitigate the impact of development on the highway network.

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<sup>248</sup> PPG Ref ID: 25-072-20140612.

<sup>249</sup> Community Infrastructure Levy (Amendment) Regulations 2013, Reg. 59C.

<sup>250</sup> PPG Ref ID: 25-079-20140612.

<sup>251</sup> PPG Ref ID: 25-107-20140612.

<sup>252</sup> As set out in CIL Regulation 122 and NPPF para 204.

<sup>253</sup> Community Infrastructure Levy (Amendment) Regulations 2014, Reg. 123(2).

<sup>254</sup> PPG Ref ID: 25-097-20140612.

- 15.10 Planning obligations and conditions should not be used to require a developer to enter into section 278 agreements to provide items that appear on the CIL 'Regulation 123' list.

## **Grant and loan funding**

- 15.11 Given the limited extent of mainstream departmental Government funding at present, grant or loan regimes may offer the best potential to fund infrastructure projects. A range of grants and loans are available (outlined below), with new schemes sometimes announced. Often these projects have to 'shovel ready' to be successful.

### **New Homes Bonus**

- 15.12 New Homes Bonus (NHB) began in 2011/12 and is a grant paid by central Government to local authorities for increasing the number of homes in use. It is paid each year for 6 years, based upon the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.
- 15.13 SSDC received £11.8m in NHB payments over the five years 2011/12 to 2015/16, including nearly £4m in the current year (2015/16).<sup>255</sup> The NHB is not ring-fenced for infrastructure and, currently, the District Council fully utilise it to support revenue spending although this is reviewed annually as part of the Medium Term Financial Strategy and Plan.

### **SSDC Investing in Infrastructure Programme**

- 15.14 This programme involves SSDC seeking opportunities to bring suitable development sites forward, either alone or with other partners, through investment in land and infrastructure to create economic development opportunities. The total amount that is currently allocated to the programme is £8m. It is important to note that this fund is required to generate an income stream, and would not all be spent on a single project.
- 15.15 The programme currently includes 10 projects that will be considered for capital investment in land and infrastructure, where it is considered necessary to bring suitable sites to the market for economic and housing development. It is intended to assist in the delivery of infrastructure development opportunities where the market has failed to deliver, such as forward funding infrastructure on agreed sites.
- 15.16 The Infrastructure Project 'long list' has been prioritised to reflect the deliverability of the schemes. Whilst the private sector is expected to deliver major projects, viability issues and market failure can impact on their ability to deliver. Where appropriate, SSDC will consider taking an interventionist approach to project delivery.
- 15.17 The ability of schemes to lever external match funding from recognised EU, central government and regional funding streams is also an important consideration in this process.

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<sup>255</sup> DCLG.

## Heart of the South West LEP Growth Deal and Growing Places Fund

15.18 The Government provides funds to Local Enterprise Partnerships (LEP) through Growth Deals for projects that benefit the local area and economy. The first wave of Growth Deals was announced in July 2014. The **Heart of the South West LEP Growth Deal 2015/16** includes five proposals – those relevant to infrastructure delivery in South Somerset are set out below:

- *Proposal 1 ‘Connectivity to compete on a global stage’*
  - creation of passing loops on the predominantly single track line between Exeter and Yeovil Junction;
  - rail flood resilience measures at Crewkerne;
  - more resilient road and rail routes on the Somerset Levels and Moors;
  - dual A303/A358 corridor and improve A303/A30 between Ilminster and Honiton;
  - investment in transport interchanges;
  - delivery of ‘remaining’ 10% of superfast broadband, with 95% coverage by 2017 and 100% by 2020;
  - address mobile ‘not spots’ through installation of mobile masts and other technologies.
- *Proposal 2 ‘Step change in housing and employment site growth’*
  - Tranche 1 (2015/16) of the transport schemes includes Yeovil Western Corridor, whilst tranche 2 (16/17 and 17/18) includes Millfield Link, Chard and A30 Market Street, Yeovil.
- *Proposal 3 ‘Investing in our people’*
  - Yeovil College vocational training centre for 2015/16, considered as having moderate alignment with selection criteria.
  - Improve effectiveness of public transport, and improved walking and cycling routes that link housing with employment, education, health care and retail sites.

15.19 The Growth Deal states that feedback from business can be summarised as “*give us the infrastructure and we can deliver the growth the country needs*”. This single theme is therefore given as the focus of the Growth Deal.<sup>256</sup>

15.20 The LEP has secured £130.3m from the Government’s Local Growth Fund to invest in these three key areas, of which £63m is for the year 2015-16 and £67.3m for 2016 onwards. This will bring forward at least £140m of additional investment from local partners and the private sector, meaning a total investment package of £270.3m. By 2021, it is envisaged the Deal will create at least 13,000 jobs and allow 8,000 homes to be built across the LEP area.<sup>257</sup>

15.21 The LEP will be expected to deliver the projects highlighted in the Growth Deal. Any significant changes require discussions with the Government in advance. In South Somerset, the Deal specifically highlights a range of town centre and gateway

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<sup>256</sup> Heart of the South West LEP Growth Deal 2015/16, version submitted to Government, Executive Summary, 31<sup>st</sup> March 2014.

<sup>257</sup> Government Growth Deal with Heart of the South West LEP, July 2014

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/398858/16\\_Heart\\_of\\_the\\_South\\_West\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398858/16_Heart_of_the_South_West_Growth_Deal.pdf)

improvements in Yeovil as a priority where the LEP and Central Government have agreed to co-invest.<sup>258</sup>

- 15.22 The **Growing Places Fund**<sup>259</sup> is allocated to LEPs by the Government and is aimed at supporting key infrastructure projects designed to unlock wider economic growth, create jobs and build houses. It is not ring-fenced, but aimed at providing up-front capital to help local authorities and developers to take projects forward where relatively small amounts of funding can help to unlock further development.
- 15.23 The LEP has introduced a '*project pipeline*' approach for projects seeking funding through forthcoming tranches of government and EU funding – particularly for future rounds of Growth Deal funding. The pipeline will include the priority status, project detail and the deliverability of all projects submitted for consideration. This will help ensure that all prioritised infrastructure projects will have the best opportunity of being considered for potential funding. The pipeline will help match projects to appropriate funding streams, albeit it cannot guarantee that funding will be allocated to any specific project.

### **Local Transport Board**

- 15.24 Funding for local major transport schemes is now devolved from the Department for Transport to local transport boards. The primary role of local transport boards are to decide which investments should be prioritised, to review and approve individual business cases for those investments, and to ensure effective delivery of the programme.
- 15.25 The Local Transport Board (LTB) that includes South Somerset covers an area contiguous with the Heart of the South West LEP. The LTB is an independent body that works closely with the Local Enterprise Partnership and Local Authorities to secure funding for transport schemes across the Heart of the South West area. This funding will support the delivery of larger transport schemes (those which cost over £3m) in local authority areas during the next Comprehensive Spending Review (CSR) period from 2015 to 2019. The LTB considers highway and public transport schemes put forward by the local transport authorities, and prioritises them according to agreed funding criteria. Separate funding arrangements are likely for transport schemes which improve nationally strategic routes.
- 15.26 The Heart of the South West LTB has been awarded an initial minimum of £27.1m for the period 2015/16 to 2020/21.<sup>260</sup> This funding is intended to be a contribution towards the total cost of each scheme, and local funding will also be required for each project. In South Somerset, improvements along the Yeovil Western Corridor is one of five schemes selected for initial Local Transport Board investment, with funding secured for £6.49m.

### **Regional Growth Fund**

- 15.27 The Regional Growth Fund (RGF) is a £3.2 billion fund operating across England from 2011 to 2017. The RGF supports projects and programmes that are using

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<sup>258</sup> Heart of the South West LEP Growth Deal 2015/16 submitted to Government, 31<sup>st</sup> March 2014.

<sup>259</sup> <https://www.gov.uk/government/collections/the-growing-places-fund>

<sup>260</sup> Heart of the SW LEP website: <http://www.heartofswlep.co.uk/ltb-faq>

private sector investment to create economic growth and sustainable employment, and has two key aims:

- To stimulate enterprise by providing support for projects and programmes with significant potential for economic growth, leveraging significant private sector investment and creating additional sustainable private sector employment;
- To support in particular those areas and communities that are currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity.

15.28 The RGF funds both projects and programmes, and selected bidders must drawdown their grants between 2011 and March 2017. Rounds 1 to 5 of the RGF have supported over 400 projects and programmes across England, allocating £2.9 billion of Government support. In South Somerset, AgustaWestland was successful in obtaining funding in round 3. At least £200 million was made available in Round 6 of the RGF, which closed in September 2014, and was available for bids from private sector organisations and had a minimum bid threshold of £1 million.

### **Other Government funds**

15.29 Various other funds have been announced by the Government over recent years to help deliver housing and economic growth, often where development has stalled. The **Local Infrastructure Fund** provides loans for large housing sites (over 1,500 units) and commercial development in Enterprise Zones. The **large sites infrastructure programme** is available to help accelerate and unlock housing developments of at least 1,500 housing units that have slowed down or stalled completely. The **Builders Finance Fund** was launched in April 2014 to help unlock 'shovel ready' sites between 15 and 250 homes, as loans which the developer will repay on completion and sales of homes. The **Site Delivery Fund** is available to local authorities to help accelerate major residential development, by either tackling specific developments or making wider service improvements.

### **Other potential funding sources**

15.30 There are other specialised funding sources for narrowly defined projects, such as the national lottery and landfill tax, although these are uncertain and slightly ad-hoc.

15.31 It is possible for local authorities to invest in capital assets to improve their services through prudential borrowing. This allows local authorities to raise finance for capital expenditure without Government consent, provided the debt can be serviced through their revenue sources.

15.32 Tax Increment Financing allows local authorities to borrow against growth in locally raised business rates to fund key infrastructure and other capital projects, although this depends on suitable projects to attract the necessary finance. The Private Finance Initiative (PFI) enables local authorities to enter into a contract with the private sector, and may offer opportunities for funding large scale infrastructure in the district.

## **Service providers**

15.33 Some of the infrastructure providers will have funding to deliver infrastructure, such as:

- Water and sewerage, gas, electricity, and telecommunications companies have investment budgets which are drawn from charges to customers.
- The Environment Agency has funds from Government to provide and maintain existing flood defences to protect existing development. This does not extend to new development which is expected to fund its own flood risk mitigation.
- Education providers are funded on the basis of their pupil roll, although this is often barely adequate for operational costs with little opportunity for capital development.

## 16. Monitoring, Risk and Contingency planning

16.1 The Council is committed to working with other infrastructure providers to ensure the timely delivery of services, and that the IDP is kept up to date. This is the first update of the IDP following adoption of the Local Plan, and it should be considered a ‘living document’ that is subject to change. The Council will work with the relevant stakeholders to regularly review requirements as changes to infrastructure requirements and funding arise, and intend to publish an updated version of the IDP in October 2016. Figure 16.1 below identifies the monitoring indicators associated with the Local Plan policy relating to infrastructure delivery.

**Figure 16.1: Local Plan Policy SS6 Infrastructure Delivery monitoring indicators**

Monitoring Indicator	Target
Achievement of identified infrastructure required with development	Delivery of identified infrastructure
CIL payments	Collection of due payments

### Assessing risk

16.2 It is important to consider the risks of infrastructure not being delivered, as this could impede the delivery of Local Plan growth. The Infrastructure Schedule (Appendix 1) categorises each project as priority 1, 2 or 3. The non-delivery of ‘priority 1’ infrastructure would have a high impact on delivering development as this infrastructure is seen as fundamental. There would be a lesser impact if priority 2 or 3 infrastructure was not delivered – these projects are often required to support new development, although development may be able to commence ahead of the infrastructure delivery.

16.3 The Infrastructure Schedule also indicates when the project should be delivered, either in the short (next 5 years), medium (6-10 years) or longer term (more than 10 years). However, some of the needs-based calculations relate to growth over the remaining plan period (2015-28) rather than specific projects.

16.4 The non-delivery of infrastructure that is needed in the first 5 years is more likely to have a high or medium impact on the delivery of Local Plan growth than projects needed later when there is more time to consider contingency plans.

16.5 The lack of funding for the delivery of infrastructure necessary to support Local Plan growth is a key risk. There are currently some significant funding gaps for some infrastructure projects, and the ongoing constraints on public sector funding mean that this is an important issue to consider.

### Contingency planning

16.6 Contingency planning is important to ensure that alternative arrangements can be made if the delivery of infrastructure is uncertain. A key risk is the lack of funding. If it is proving difficult to deliver infrastructure, the Council will:

- be realistic about the level of future public funding that may be available;
- investigate the potential for alternative funding options highlighted in chapter 15;

- maximise contributions from development without risking viability;
- consider investing in infrastructure in some circumstances;
- hold discussions with relevant organisations and developers/landowners to identify and consider how to address barriers to infrastructure delivery; and
- prioritise infrastructure items to be funded from CIL, adjusting where necessary to take account of other emerging funding options.

16.7 It is important to recognise that it may not be possible to deliver all infrastructure identified in the Schedule. The Council will focus on the delivery of 'priority 1' infrastructure as this is deemed fundamental to delivering new development.

## **17. Conclusion**

- 17.1 This report has provided the detailed evidence base for existing infrastructure issues in South Somerset, and identified where future infrastructure requirements are necessary in order to support the delivery of the adopted South Somerset Local Plan 2006 – 2028. The following text provides key conclusions for each of the 9 infrastructure types that were considered, and highlights the priorities for infrastructure delivery.

### **Infrastructure that is fundamental to delivering development**

#### **Transport**

- 17.2 The main infrastructure risk to the delivery of the Local Plan relates to transport. Overcoming transport network constraints will be an important aspect of delivering housing and economic growth in the district.
- 17.3 There are transport schemes across several of the main settlements that could pose significant issues if not delivered. Major highways works are planned at several junctions around Yeovil to alleviate congestion in the town and provide improved walking and cycling links, as well as requirements for appropriate access for major development on the edge of the town. Delivering growth in Chard will require a variety of important road infrastructure links around the eastern edge of the town, but there are currently funding gaps for some of these schemes. Highways works will be needed when delivering major development sites in Crewkerne, Ilminster, Somerton and Ansford/Castle Cary, which should be funded by the developers, although there are viability issues with bringing forward some of these schemes.
- 17.4 There are a range of sustainable travel projects that should be encouraged, particularly at Yeovil where there is greater potential to encourage walking, cycling and public transport due to the range of jobs, services and other facilities in relatively close proximity.
- 17.5 In addition, the Government has announced major plans to improve the A303 and A358 that will help foster economic growth in South Somerset.

#### **Flood risk and drainage**

- 17.6 Although most future development is directed towards areas of low flood fluvial flood risk, which minimises the need for major flood defence schemes, there are issues relating to surface water flooding that new development should address. Government policy now requires that all major development should incorporate Sustainable Drainage Systems (SuDS), unless demonstrated to be inappropriate.
- 17.7 There are two major employment proposals (at Ilminster and Langport/Huish Epsicopi) that require specific works to address flood risk prior to their delivery. Further study work on surface water management issues is intended for Yeovil, Ilminster, Somerton, and Bruton in order to inform requirements from future

development and drainage works – this may result in additional infrastructure needs at these settlements.

### **Utilities**

- 17.8 Some short-term issues associated with electricity capacity have been identified in Martock, South Petherton and Stoke-sub-Hamdon. These can be resolved through local reinforcement paid for by the development industry.
- 17.9 For waste water and sewerage, Wessex Water are intending to carry out treatment works schemes at several settlements across the district, although some will depend on the scale of future development and water quality objectives. Improvements to the sewer network and water supply mains will be necessary in delivering major development on the edge of Yeovil and at Chard.

## **Infrastructure that is required to support development and to create sustainable communities**

### **Education**

- 17.10 Somerset County Council is facing a number of challenges in enacting their statutory duty to ensure sufficient good quality places, including a more autonomous school system where 'Academies' and free schools set their own capacity; funding constraints due to a reduced Government grant; and an increasing urban population with a spike in demand from children aged 0-5 years old.
- 17.11 As the education authority, SCC is carrying out a detailed assessment of education infrastructure capacity and future needs, which is due to be published in 2016. In advance of this, the IDP reflects known education infrastructure requirements that are already agreed between SSDC and SCC. These issues have been confirmed through in-depth discussions with SCC.
- 17.12 There is a lack of primary school capacity in Yeovil that should be addressed by four new primary schools located on the major development sites around the town, two of which should be delivered in the short term and are therefore a higher priority (North East SUE / Wyndham Park and Lufton).
- 17.13 Short term capacity issues at the other larger settlements will be met through a new first school at Crewkerne and an extension to Wincanton primary school. A new primary school should be delivered as part of the major growth proposals in the Chard Eastern Development Area. A site for a new primary school is also made available within an approved proposal in the Ansford/Castle Cary direction of growth.

### **Health care**

- 17.14 The greatest challenge across Somerset is the ageing nature of the population. The major burdens of disease are those that are mainly caused by lifestyle choices and are largely preventable. As a large district, there are health care challenges in terms of service delivery because of the geography and associated issues linked to rural accessibility, as well as hidden pockets of deprivation.

- 17.15 Ongoing budgetary pressures mean that there will not be enough money to deliver services in the same way and meet growing demands. This means that a new approach is required to integrate health and social care, whilst promoting healthy lifestyles to optimise service delivery, balance growing demands with reduced financial budgets, and improve patient outcomes.
- 17.16 NHS England and Somerset CCG are producing a high level local estates strategy which will inform future health care infrastructure requirements, and is due to complete in 2016. In advance of this evidence, a new health centre for each of the two Yeovil Sustainable Urban Extensions, reflecting Local Plan policy (and included in the outline planning applications) is identified by this IDP.

### **Open Space and Outdoor Play Space, Sports, Community and Cultural Facilities**

- 17.17 High quality open space and outdoor play space make an important contribution towards place shaping and healthy lifestyles. This includes the provision of green infrastructure. The majority of infrastructure schemes in this category are derived from needs-based calculations according to future housing growth, rather than defined projects. There is an aspiration for 40% of the area of the Yeovil Sustainable Urban Extensions to be green space. Some of the specific priorities include new youth facilities at Ansford/Castle Cary; two new sports grounds in Chard; new changing rooms in Somerton; and a new bike park in Yeovil.
- 17.18 There is a good range of sports, community and cultural facilities in the district, but there is an ongoing aspiration to improve the level and quality of provision in order to deliver high quality development, encourage healthy lifestyles and promote social cohesion.
- 17.19 Some of the priorities for new sports, community and cultural facilities include the refurbishment of Westlands Sports Centre and Entertainment Complex in Yeovil; constructing a roof to cover the existing outdoor swimming pool in Langport/Huish Episcopi; and new or enhanced community halls at some of the Rural Settlements.
- 17.20 Whilst the District Council aspires to provide new and improved open space and outdoor play space, sports, community and cultural facilities, often its delivery will be dependent on development viability and being able to secure contributions from development, as well as public funding streams where possible. There is currently a large funding gap.

### **Telecommunications**

- 17.21 The market has been successful in delivering telecommunications technology at increasingly fast speeds over recent years, although some rural areas do not have sufficient coverage. The Connecting Devon and Somerset programme should ensure that 90% of premises are covered by superfast broadband by 2016, and at least 95% by the end of 2017. However, the small business sector have concerns relating to the final cost of broadband connection to premises, which can prove too costly, rather than a lack of available superfast broadband per se. Market competition for broadband provision is not particularly good in South Somerset, with

many areas only served by a single market provider (BT). Currently, 4G coverage is relatively poor in Somerset.

### **Waste and recycling**

17.22 There is capacity for waste / recycling collection and disposal to accommodate proposed development in South Somerset, so new waste management infrastructure is not currently identified as being required in the district. However, there is a lack of inert landfill space and treatment facilities for residual waste across Somerset as a whole. A zone in the western part of Yeovil is identified as the preferred location for strategic waste sites in South Somerset.

17.23 New development should be designed to allow sufficient access to waste and recycling collection vehicles, and sufficient storage capacity for waste.

### **Emergency services**

17.24 The three emergency services are all facing significant financial constraints. With regards to police, Avon and Somerset Constabulary is seeking a rationalisation of their current estate. Buildings in Yeovil, Chard, Crewkerne, Ilminster and Somerton are scheduled to close and either re-open in a new facility or co-locate with partner organisations. If final business cases are approved for these schemes, there are no strategic infrastructure issues associated with delivering police services in South Somerset. However, a number of key issues should be considered in delivering new development, relating to the design, layout, form and housing mix; the potential need for the police to secure space in a multi-functional building in a new development; and ensuring technological requirements (i.e. broadband) are in place to allow the constabulary to make greater use of internet and social media.

17.25 The Devon and Somerset Fire and Rescue Authority are undertaking a fundamental review of its entire estate portfolio in 2015/16, with a view to reducing future borrowing costs and identifying options that may generate income. The intended project to extend the fire station at Ilminster (also incorporating the police) has slipped because it is awaiting final confirmation on funding arrangements. Overall, there are no specific constraints in terms of infrastructure requirements that would impact upon the delivery of the Local Plan.

17.26 The South Western Ambulance Service NHS Foundation Trust is under pressure to become more cost effective and efficient. There is an intention to close Castle Cary Ambulance Station as this is surplus to requirements, with the emergency care practitioner relocated to Wincanton. A replacement site for the Yeovil Ambulance Station is required, although this project is at an early stage. Other infrastructure requirements may arise from operational modelling, informed by future development locations, but currently no specific constraints have been identified that would impact upon the delivery of the Local Plan.